

Indiana Department of Transportation

County Clinton County Route SR 26 Des. No. 1400263

**FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	<u>SR 26, Clinton County</u>
Designation Number:	<u>1400263</u>
Project Description/ Termini:	<u>SR 26 Road Improvement, 0.62 mile east of US 421 to 0.38 mile east of SR 75 in Clinton County, Indiana.</u>

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
X	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____
 ESM Signature Date ES Signature Date

 FHWA Signature Date

Release for Public Involvement

N/A _____ REB 4-30-19
 ESM Initials Date ES Initials Date

Certification of Public Involvement _____
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.
 Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Leigh Montano – ASC Group, Inc.

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Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks: A notice of survey letter was sent to property owners adjacent to the project area on August 17, 2015. A copy of the letter and list of recipients is included in Appendix G (G-2 to G-3).

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* that would require the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

A public information meeting was held on June 7, 2018. Adjacent property owners were notified by mail of the meeting. The meeting announcement is in Appendix G (G-4). This public information meeting discussed Des. Nos. 1400263, 1592971, and 1400265, which are all part of the SR 26 corridor project, and discussed the plan for construction, the amount of right-of-way (ROW) expected to be acquired, and the proposed maintenance of traffic (MOT) plan. No comments were received during the public meeting or comment period.

A public notice regarding Section 106 Area of Potential Effect (APE) and the No Historic Properties Affected finding was published in *The Times of Frankfort*, Clinton County, Indiana, a local paper, on September 30, 2018. A 30-day public comment period was offered. No comments were received by the published deadline of October 29, 2018. The affidavit for the publication of the public notice and the copy of the public notice is included in Appendix D (D-43).

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: At this time, the project is not expected to involve substantial controversy concerning community and/or natural resource impacts.

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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Crawfordsville
 Local Name of the Facility: SR 26

Funding Source (mark all that apply): Federal State Local Other*

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The purpose of the project is to improve the safety of SR 26, including the intersection with SR 75, by upgrading the road system to meet current INDOT design standards and to prevent premature pavement deterioration by improving the drainage systems within the right-of-way in Clinton County.

The need for this project is based on the current safety and geometric concerns on SR 26. The current roadway features include narrower pavement than INDOT standards, no paved or unpaved shoulders, and side slopes that are too steep on large parts of the corridor, which has prevented avoidance or recovery of accidents, leading in some cases to an increased severity of accidents. Because there is no shoulder, the edge of the pavement is also breaking away because it does not have the lateral support of a paved shoulder. Poor drainage has been attributed to an accelerated deterioration of the roadway pavement. There are also safety concerns for the intersection of SR 26 and SR 75. The current geometry does not allow for sufficient sight lines, which has been attributed to the cause of accidents at this intersection, and a recent analysis of crash data from June 2012 to June 2016 shows a high crash frequency of 1.05 that exceeds acceptable levels for this type of roadway. The index of crash costs is 1.70, which indicates that crashes tend to be more severe. The SR 75 intersection index of crash frequency is quite high at 2.50 indicating that there is a crash issue at this intersection. The index of crash cost is 1.89 indicating that the crashes that do occur tend to be severe.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Clinton Municipality: The project is not within a municipality.

Limits of Proposed Work: 0.62 mile east of US 421 to 0.38 mile east of SR 75

Total Work Length: 3.43 Mile(s) Total Work Area: N/A Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
 If yes, when did the FHWA grant a conditional approval for this project?

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The project is on SR 26 in Ross and Owen Townships, in Clinton County. The project limits are outside of the town of Rossville, east toward the town limits of Sedalia as shown in Appendix B (B-2). The western terminus is the eastern corporate limit of Rossville due to the change from urban to rural roadway characteristics. The eastern terminus is the western town limit of Sedalia, which is approximately 0.37 mile east of the intersection

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of SR 26 and SR 75. The existing road is 22 feet (ft) wide from edge-of-pavement to edge-of-pavement. There is no shoulder on either side of the road. The edge of the pavement is breaking away because it does not have lateral support or a paved shoulder. In addition, drainage is poor, which is causing accelerated deterioration of the edge of the roadway. Permanent ROW will be acquired as part of this project and is discussed in detail in the Right-of-way section of this document. The adjacent ROW is largely rural and used for agricultural purposes.

The preferred alternative is to widen the pavement from 22 ft to 28 ft and improve the drainage ditches on either side of the road beginning at 0.62 mile east of US 421 to 0.38 mile east of SR 75. These termini have been chosen as they are the town limits for Rossville and Sedalia. The widening of the pavement will consist of adding paved shoulders. No additional travel lanes will be added. Centerline and edge line rumble stripping will be installed. At the intersection at SR 26 and SR 75, the intersection geometrics will be improved by adding designated left turn lanes installed at SR 26, which will improve sight lines for this intersection, and light emitting diode (LED) flashing stop signs will be installed on SR 75. This alternative will meet the purpose and need by improving the pavement, drainage, and safety by meeting current INDOT design standards, which will improve overall safety. The extent of work on SR 75 will be limited to the intersection with SR 26. Public road approaches meeting INDOT design standards are being added. The north approach is being shifted north to accommodate the left turn lanes being added on SR 26. Drainage is being improved with the crossing structures near the intersection being replaced. The existing drainage will be incorporated into the new drainage system that will be installed as part of this project. The roadway width will be widened to incorporate the additional turn lanes, going from 22 ft of pavement with no paved shoulders to 40 ft wide pavement with two 6-ft shoulders for a total width of 52 ft.

This alternative will also address the poor drainage around SR 26. Various structures will be replaced and installed to improve drainage as part of this project. Structures will be replaced with a similar pipe material while others may be replaced with larger structures due to hydrology requirements. For example, some pipes will be replaced with box culverts. The following two tables show the total list of structures to be replaced or installed within the proposed project area. These structures include Reinforced Concrete Pipe (RCP), Spiral Rib Metal Pipe (SRMP), and Corrugated Metal Pipe (CMP). The alternative reduces impacts to streams. Impacts to water resources are expected. There will be a total of 914 linear feet (lf) of impacts to an unnamed tributary (UNT) to Middle Fork of Wildcat Creek (UNT 11). All applicable avoidance, minimization, and mitigation measures will be followed per the appropriate agency's guidance. One of the two grassed lined swales will be impacted a total of 0.008 acre. Road Side Ditches (RSD 17, RSD 18, and RSD 19) were identified within the survey area along the north and south sides of SR 26. Total impacts to these RSDs from replacements of small structures will be 0.185 acre. Further details and information about the impacts can be found in the Ecological Resources section of this document.

Mainline Structure Identifier Table

Structure Identifier	Existing Size: Span x Rise	Proposed Size	Location	Station Number	Current Large Culvert Str. #	Work Description	Length
W1	15 in RCP	21 in SRMP	Mainline Pipe	500+26	N/A	Pipe Replacement	60 ft
W2	15 in CMP	3 ft x 2 ft Box	Mainline Str.	522+18	N/A	Pipe Replacement	52 ft
W3	24 in CMP	30 in CMP	Mainline Pipe	550+55	N/A	Pipe Replacement	66 ft
W4	4 ft x 6 ft Box	8 ft x 4 ft Box	Mainline Str.	556+75	026-012-53.40	Large Culvert Replacement	95 ft

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W4A	12 in CMP	18 in CMP	Mainline Pipe	611+02	N/A	Pipe Replacement	62 ft
W4B	15 in CMP	3 ft x 2 ft Box	Mainline Str.	615+87	N/A	Pipe Replacement	50 ft
W5	36 in CMP	14 ft x 3 ft Box	Mainline Str.	622+15	N/A	New Large Culvert	76 ft
W6	30 in CMP	9 ft x 4 ft Box	Mainline Str.	640+76	N/A	New Large Culvert	76 ft
W7	12 in CMP	15 in CMP	Mainline Pipe	646+79	N/A	Pipe Replacement	66 ft
W8	18 in CMP	21 in CMP	Mainline Pipe	652+78	N/A	Pipe Replacement	70 ft
W9	24 in CMP	7 ft x 3 ft Box	Mainline Str.	655+28	N/A	New Large Culvert	83 ft

Approach Structures Identifier Table

Approach Structure Identifier	Existing Size: Span x Rise	Proposed Size	Location	Station Number	Current Large Culvert Str. #	Work Description	Length
W1-2	None	3 ft x 2 ft Box	Drive Structure	500+75	N/A	New Structure	36 ft
W1-3	None	3 ft x 2 ft Box	Drive Structure	508+15	N/A	New Structure	60 ft
W1-4	None	3 ft x 2 ft Box	Drive Structure	516+75	N/A	New Structure	44 ft
W2-1	None	3 ft x 2 ft Box	Drive Structure	519+50	N/A	New Structure	44 ft
W2-2	None	3 ft x 2 ft Box	Drive Structure	520+70	N/A	New Structure	36 ft
W3-1a (was W2-3)	None	3 ft x 2 ft Box	Drive Structure	527+90	N/A	New Structure	34 ft
W3-1	None	15 in CMP	Drive Structure	532+40	N/A	New Structure	60 ft
W3-2	None	3 ft x 2 ft Box	CR 330 W Str.	535+30	N/A	New Structure	82 ft
W3-3	None	18 in CMP	Drive Pipe	538+80	N/A	New Structure	62 ft
W3-4	1.2 ft x 1.8 ft CMP	30 in CMP	CR 300 W Pipe	548+75	N/A	Pipe Replacement	112 ft
W4-1	60 in CMP	8 ft x 4 ft Box	Drive Structure	564+75	Not found	Large Culvert Replacement	44 ft
W4-2	None	4 ft x 2 ft box	Drive Structure	575+60	N/A	New Large Culvert	72 ft
W4-3	None	36 in CMP	Drive Pipe	589+05	N/A	New Structure	84 ft
W4-4	None	3 ft x 2 ft Box	CR 200 W Str. (N)	602+40	N/A	New Structure	82 ft

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W4-5	24 in CMP	3 ft x 2 ft Box	CR 200 W Str. (S)	602+40	N/A	Pipe Replacement	78 ft
W5-1	None	3 ft x 2 ft Box	Drive Structure	624+10	N/A	New Structure	34 ft
W5-3 (Drop Inlet)	None	12 in CMP	Drive Pipe	634+00– 635+50	N/A	New Structure	150 ft
W6-1 (Drop Inlet)	None	12 in CMP	Drive Pipe	637+45– 638+75	N/A	New Structure	130 ft
W7-1	None	7 ft x 3 ft Box	Drive Structure	647+30	N/A	New Large Culvert	40 ft
W7-2	None	15 in CMP	Drive Pipe	650+50	N/A	Pipe Replacement	48 ft
W9-1	24 in CMP	7 ft x 3 ft Box	SR 75 Structure	655+00	N/A	New Large Culvert	92 ft
W9-2	None	15 in CMP	Drive Pipe	664+40	N/A	New Structure	50 ft
W10-1	10 in CMP	3 ft x 2 ft Box	Drive Structure	669+60	N/A	Pipe Replacement	62 ft
W10-2	10 in RCP	3 ft x 2 ft Box	Drive Structure	672+25	N/A	Pipe Replacement	42 ft
W10-3	15 in RCP	3 ft x 2 ft Box	Drive Structure	673+30	N/A	Pipe Replacement	46 ft

This project will have temporary impacts to the surrounding community. The current MOT includes phased construction and closures which can be found in Appendix B (B-28). Impacts to the surrounding community are further discussed in detail later in the Community Impacts section of this document.

This alternative is the most prudent option, although it will have temporary impacts to the surrounding community and it will minimize impacts to ecological resources. Therefore, it meets the purpose and need of this project by improving safety features and drainage along SR 26.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Do Nothing/No Build Alternative: This alternative would result in not improving the road to meet current INDOT design standards, which will result in continued deterioration, insufficient drainage, and safety concerns. This alternative does not meet the current need for the project. This alternative will no longer be considered.

Widen roadway on both sides maintaining existing alignment and install rumble strips: The alternative does not correct the horizontal curves, which meet nominal standards but maintains short sight distances for drivers, decreasing safety and the ability to avoid accidents. This is not the preferred alternative due the cost of mitigation and the environmental impacts to the UNT of Middle Fork of Wildcat Creek (UNT 11). It is estimated that the impacts to UNT 11 would be 5,200 lf compared to the 914 lf of impacts in the preferred alternative. The alternative for the intersection of SR 26 and SR 75 includes installing a 4-way stop. This is also not preferred because the traffic is unbalanced, with about 75% of traffic coming from SR 26, which is the higher priority road. This alternative does not meet the purpose and need because it does not minimize ecological impacts, address drainage issues to prolong pavement, and does not correct intersection issues with SR 75; so it will no longer be considered.

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Wetland Avoidance Alternative: This alternative would avoid all wetland impacts; however, it would not be cost effective as it would require road realignment and utility realignment to completely avoid the wetlands. For example, Wetland M (see Appendix F: F-37) runs parallel to and is south of the road. North of this wetland, there are three residences. If the road was shifted to the north to avoid Wetland M, then there would be residential ROW impacts, likely utility impacts and higher associated costs. Wetland L (see Appendix F: F-33) is located in a grassed swale on the south side of the road. Only part of this wetland is contained within the ROW and all efforts will be used to keep impacts to a minimum. Due to the associated higher costs to shift the road to the north, this alternative will no longer be considered.

No other alternatives were considered.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

X
X
X

ROADWAY CHARACTER: SR 26

Functional Classification: Rural Other Principal Arterial

Current ADT: 6230 VPD (2015) Design Year ADT: 7730 VPD (2039)

Design Hour Volume (DHV): 9.4 Truck Percentage (%) 6.06

Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	22 ft.	28 ft.
Shoulder Width:	N/A ft.	2 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural

Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

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ROADWAY CHARACTER: SR 75

Functional Classification: Rural Collector
 Current ADT: 1420 VPD (2017) Design Year ADT: 2250 VPD (2042)
 Design Hour Volume (DHV): 4.82 Truck Percentage (%) _____
 Designed Speed (mph): 55 Legal Speed (mph): 55

Existing **Proposed**

Number of Lanes:	2		4	
Type of Lanes:	Through		Through, turn lanes	
Pavement Width:	22	ft.	40	ft.
Shoulder Width:	N/A	ft.	12	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES

Structure/NBI Number(s): CV 026-012-53.40 Sufficiency Rating: 6, Culvert Inspection Report 2015
 (Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	4 ft x 6 ft Box Culvert		8 ft x 4 ft Box Culvert	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	Ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	22	ft.	28	ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:	N/A	ft.	2	ft.
Length of Channel Work:			632	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: Culvert CV 026-012-53.40 will be replaced as part of the road rehabilitation and is included in the above Mainline Structures table as W4. A hydraulics report determined that this culvert was hydraulically inefficient and needs to be replaced to improve drainage for an UNT to Middle Fork of Wildcat Creek. The most recent Culvert Inspection Report was prepared by INDOT on February 24, 2015, which can be found in Appendix I (I-9 to I-14). During this inspection, it was noted that there were light abrasions along the bottom of the structure and that the southwest wingwall has broken and been replaced by riprap to prevent further erosion. Bank erosion at both ends of the structure was also noted, as was minor channel scour and sediment build up.

Plan sheets that include this culvert are included in Appendix B (B-8 to B-28).

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While there are multiple drainage structures on SR 26 included within this project area, which are discussed in detail in the Project Description section of this document, this culvert is the only listed culvert or bridge within the project area. No other bridges are associated with this project.

Yes No N/A
 X

Will the structure be rehabilitated or replaced as part of the project?
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/> X
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/> X
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/> X	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/> X	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/> X	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/> X	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/> X
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/> X

Remarks: The surrounding community will be temporarily impacted by construction activities. The MOT proposes road closures and use of an official detour. The current MOT includes phased construction (stage 1 and stage 2) and closures. The road will be closed for approximately 3 to 5 weeks during construction. The official detour for stage 1 closure will use SR 75, SR 18, and US 421, which will add approximately 24.9 travel miles. The stage 2 detour will use SR 29, SR 18 and SR 75, which will add approximately 25.4 travel miles. A local detour has been proposed for residents.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

The MOT plan can be found in Appendix B (B-28).

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 769,285 (2016, 2017-2018) Right-of-Way: \$ 894,000 (2018) Construction: \$ 5,100,000 (2020)

Anticipated Start Date of Construction: April 2020

Date project incorporated into STIP July 31, 2017 (Appendix H: H-2)

Is the project in an MPO Area? Yes No

If yes, Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	5.39	0.6379
Commercial	0.984	0.005
Agricultural	11.8	0.21
Forest	4.95	0
Wetlands	0.203	0
Other: Reacquired	21.524	0
TOTAL	44.852	0.8529

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks:

The project requires approximately 44.85 acres of permanent ROW. This ROW is largely used for agricultural purposes with some residential and commercial use. The project also requires approximately 0.85 acre of temporary ROW that is also largely agricultural with some residential and commercially used ROW.

The width of ROW is approximately 50 ft to 100 ft from the centerline of SR 26. Approximately 21.52 acres of reacquired ROW from both sides of the roadway will be acquired for this project. Additional ROW is currently used largely for agricultural purposes with some residential use as well.

Due to the aggressive timeline of the project, early acquisition of ROW was completed. This advance acquisition was approved by INDOT on September 25, 2018, for a total of 44.9 acres of ROW purchased from 61 parcels. The ROW was purchased as strip ROW. ROW was acquired in accordance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the early acquisition did not influence the selection of the preferred alternative. No relocations were required for this project.

The project plan set in included in Appendix B (B-8 to B-28).

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