

Indiana Department of Transportation

County Howard Route SR 26 and Park Road Des. No. 1600623

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

Road No./County:	State Road (SR) 26 and Park Road/ Howard County
Designation Number:	1600623
Project Description/Termini:	Intersection Improvement/The project will extend along Park Road, approximately 480 ft. north and south of the center of SR 26, for a total of 960 ft., and along SR 26, approximately 902 ft. east and 903 ft. west of the center of Park Road, for a total of 1,805 ft.

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):

X	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)
	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

<u>KMCG</u>	<u>1/7/20</u>	_____	_____
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: Paul Deen Date: 01-07-2020

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Name and Organization of CE/EA Preparer: Jessica Peterson, MS; Metric Environmental, LLC

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*? If No, then: Opportunity for a Public Hearing Required?

*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: Notice of Entry Project Does Meet

Public Controversy on Environmental Grounds Will the project involve substantial controversy concerning community and/or natural resource impacts?

Remarks: At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

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

Sponsor of the Project: INDOT Local Name of the Facility: SR 26 and Park Road INDOT District: Greenfield

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

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

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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)

Need

The need for this project originated from safety concerns due to the crash frequency at the intersection of SR 26 and Park Road in Harrison Township, Howard County, Indiana, as discussed Engineer's Report approved by INDOT on December 2, 2019 (Appendix I). The traffic volume at the intersection has increased by 11 percent from 2016 to present; therefore, traffic volume can be expected to grow, and the crash rate would likely increase at this intersection, which is already considered a high crash location (Appendix I, page I-12). Crash frequency can be described in terms of Index of Crash Frequency (ICF), which measures the difference between expected and reported number of crashes divided by the standard deviation of the difference in the estimate. For example, an ICF of 0 indicates that a roadway is performing as expected; ICF of 2 indicates that the number of crashes exceeds the expected number of crashes for that type of roadway by two standard deviations. An ICF of 2 or higher is considered by INDOT to be a high crash location. Based on an analysis of INDOT crash records from 2016 through 2018, the subject intersection has an ICF of 3.24, which is considered a high crash location (Appendix I, pages I-6, I-16, and I-23).

Purpose

The purpose of this project is to provide a safe intersection for the traveling public by reducing the crash rate.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Howard Municipality: N/A

Limits of Proposed Work: The project is located at Reference Post 75+32 and will extend along Park Road, approximately 480 ft. north and south of the center of SR 26, for a total of 960 ft., and along SR 26, approximately 902 ft. east and 903 ft. west of the center of Park Road, for a total of 1,805 ft.

Total Work Length: 0.342 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.

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Location

The Federal Highway Administration (FHWA) and the INDOT Greenfield District propose to proceed with an intersection improvement project located at the intersection of SR 26 and South Park Road/County Road 100 West (referred to in this document as Park Road), approximately 0.98 miles west of SR 931 in Howard County, Indiana (Appendix B, page B-1). Specifically, the project is located in Sections 23 through 26, Township 23 North, Range 3 East as shown on the 7.5-minute Kokomo West, Indiana, United States Geological Survey (USGS) topographic quadrangle (Appendix B, page B-2).

Existing Conditions

Within the project area, SR 26 is an uncontrolled bituminous Principal Arterial roadway that conveys traffic east and west. SR 26 currently provides one 12-ft.-wide through lane and a variable, 1-ft. to 10-ft.-wide asphalt shoulder in each direction. The posted speed limit is 55 miles per hour (mph). Park Road is a stop-controlled, bituminous Local Agency Collector on the south approach and an Urban Major Collector on the north approach. Park Road provides one variable, 10-ft. to 11-ft.-wide travel lane in each direction. Overhead utilities exist along the north and east sides of the roadways. No curbs, sidewalks, or guardrail are present. Land uses within the project include residential, agricultural, a religious facility, and a private airport runway (Appendix B, pages B-3 to B-15). Water resources within the vicinity of the project include one stream segment and nine roadside ditches (RSDs). Utilities within the project area include cable, electric, fiber optic, gas, sewer, telephone, and drinking water. In the *Waters of the U.S. Determination / Wetland Delineation Report*, 28 pipe structures and four drain structures were reported. However, several of the structures are outside of construction limits. The designer's survey indicated that there are 26 drainage structures within the project area.

Preferred Alternative

The preferred alternative is to add a traffic signal, left turn lanes on all approaches, and a right-turn lane on the east leg of SR 26. Design plans are provided in Appendix B, pages B-17 to B-44. Reconstruction of 21 driveways will occur. A total of 30 structures will be newly installed, modified, or replaced, as indicated in the Design Criteria for Bridges section of this document. Three existing structures within the project area will remain in place and will not be modified. Approximately 3,835 ft. of existing RSDs will be reconstructed and will be graded to a slope of 4:1. The typical section for the west approach will be two 12-ft.-wide lanes with a 12-ft.-wide left turn lane, two 7-ft.-wide usable shoulders, and two 6-ft.-wide paved shoulders. The east approach will have a typical section of two 12-ft.-wide lanes with a 12-ft.-wide left turn lane and a 12-ft.-wide right turn lane, and 7-ft.-wide usable (6-ft.-wide paved) shoulders. The typical sections of the north and south approaches typical sections will include two 11-ft.-wide through lanes, an 11-ft.-wide left-turn lane, and 5-ft.-wide usable (4-ft.-wide paved) shoulders. No permanent lighting will be installed.

The project will extend along Park Road, approximately 480 ft. north and south of the center of SR 26, for a total of 960 ft., and along SR 26, approximately 902 ft. east and 903 ft. west of the center of Park Road, for a total of 1,805 ft.

SR 26 will remain open at all times by shifting lanes and utilizing shoulders through the use of phased construction and a reduced speed limit of 45 mph, as described in detail in the Maintenance of Traffic section of this document (Appendix B, pages B-23 to B-27). Park Road will be closed during construction and a local detour route will be provided; however, the detour route is not yet known.

The project requires approximately 0.672 acre of permanent right-of-way, 0.038 acre of temporary right-of-way, and 1.346 acre of reacquired right-of-way.

The project is scheduled to let on April 7, 2021. INDOT will ensure the trees are removed prior to April 1, 2021. Construction is anticipated to begin in late Spring 2021 and will last one construction season.

The preferred alternative will meet the stated purpose and need of the project by improving the safety of the existing intersection by providing traffic signals and turn lanes which will control the turning and through traffic. This project has independent utility because it meets the purpose and need of the project without being connected to any other actions in the area and has logical termini because the limits are confined to those required to meet the geometric requirements for the proposed added turn lanes.

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OTHER ALTERNATIVES CONSIDERED:

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

One alternative, the No-Build alternative, was considered. This alternative would leave the existing intersection without stop-control on SR 26. There would be no right-of-way acquired, tree removal, or economic costs accrued. However, this alternative would not improve safety of the intersection. Traffic volumes will continue to grow and this alternative would likely result in increased crash rates in the future. Therefore, it does not meet the Purpose and Need and was discarded from further consideration.

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.

X

ROADWAY CHARACTER:

Functional Classification: SR 26 – Principal Arterial
 Current ADT: 11,393 VPD (2021) Design Year ADT: 13,497 VPD (2041)
 Design Hour Volume (DHV): 1,363 Truck Percentage (%) 7.5
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		West leg – 3	East leg -- 4
Type of Lanes:	Through lanes		Through lanes, Left-Turn lane; and (East leg only) Right-Turn Lane	
Pavement Width:	26-44	ft.	West leg– 42	ft.
			East leg-- 54	
Shoulder Width:	1-10	ft.	7	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	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.

Functional Classification: Park Road – Major Collector (North Approach)
-- Local Agency Collector (South Approach)
 Current ADT: Unknown VPD () Design Year ADT: Unknown VPD ()
 Design Hour Volume (DHV): Unknown Truck Percentage (%) Unknown
 Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	2		3	
Type of Lanes:	Through lanes		Through lanes, Left-Turn lane	
Pavement Width:	20-22	ft.	41	ft.
Shoulder Width:	0	ft.	5	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	ft.

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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): N/A Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing		Proposed
Bridge Type:	N/A		N/A
Number of Spans:			
Weight Restrictions:	ton		ton
Height Restrictions:	ft.		ft.
Curb to Curb Width:	ft.		ft.
Outside to Outside Width:	ft.		ft.
Shoulder Width:	ft.		ft.
Length of Channel Work:			ft.

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

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Remarks: A total of 30 structures will be newly installed, modified, or replaced, as indicated in the following table.

Str. No.	Station	Str. Type	Length, ft.	Diameter or Span x Rise, in.	Work planned
12	170+64.7	Modified catch basin	25	15	Newly install
13	170+66.8	Stormwater structure	11	12	Remove
14A	170+72.1	Mainline culvert extension	9	30 x 19	Newly install
15	171+13.1	Storm pipe	70	12	Remove
16	171+18	Modified catch basin	53	18	Newly install
17	171+18	Catch basin	64	15	Newly install
18	171+38.9	Drive culvert	28	15	Newly install
19	173+50	Modified catch basin	232	18	Newly install
20A	173+54.9	Mainline culvert extension	10	30 x 19	Newly install
20B	173+55.5	Mainline culvert extension	8	30 x 19	Newly install
21	174+05.5	Drive culvert	24	15	Newly install
22	176+00	Modified catch basin	250	18	Newly install
23	176+93.5	Drive culvert	24	15	Newly install
24	178+75	Storm culvert	275	18	Newly install
25	179+65.3	Mainline culvert	84	18	Replace
26	180+40	Mainline culvert	79	18	Replace
27	181+27.8	Drive culvert	23	15	Replace
28	181+41.1	Drive culvert	25	15	Replace
29	181+99.5	Drive culvert	24	15	Replace
30	182+61.6	Drive culvert	41	15	Replace
31	183+44.5	Drive culvert	24	15	Replace
32	186+50.5	Drive culvert	28	15	Replace
33	187+66.9	Drive culvert	25	15	Replace
34	188+53.2	Drive culvert	28	15	Replace
35	188+87.6	Modified catch basin	4	15	Remove
36	188+87.6	Modified catch basin	63	15	Replace
37	189+48.5	Modified catch basin	61	15	Replace
39	46+81.8	Drive culvert	43	12	Replace
40	46+83.2	Drive culvert	51	12	Replace
41	53+78.0	Drive culvert	80	15	Replace

Will the structure be rehabilitated or replaced as part of the project?

Yes
 No
 N/A

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks: The maintenance of traffic for this project will require phased construction and a reduced speed limit of 45 mph, allowing SR 26 to remain open at all times (Appendix B, pages B-23 to B-27). During Phase I, construction activities will include widening of the north portion of both legs of SR 26, structure installation, and installation of a traffic signal. During Phase II, construction activities will include widening of the south portion of both legs of SR 26, structure installation, and installation of a traffic signal. During Post-Phase II, construction activities will include the remaining milling, application of the road surface, incidental and miscellaneous work to be completed with the project area open to traffic. Park Road will be closed during construction, and a local detour route will be provided; however, the detour route is not yet known. The maintenance of traffic will be implemented in accordance with the current Indiana Design Manual.

The closure will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 200,000 (2019) Right-of-Way: \$ 250,000 (2020) Construction: \$ 1,305,461 (2021)

Anticipated Start Date of Construction: Spring 2021

Date project incorporated into STIP Fiscal Year (FY) 2020-2024 State Transportation Improvement Program (STIP), Initial, July 2, 2019 (Appendix H, page H-2)

Is the project in an MPO Area? Yes No

If yes,

Name of MPO Kokomo Howard County Governmental Coordinating Council (KHCGCC)

Location of Project in TIP FY 2020-2024 KHCGCC Transportation Improvement Program (TIP), page 22 (Appendix H, page H-4)

Date of incorporation by reference into the STIP FY 2020-2024 STIP, Initial, July 2, 2019 (Appendix H, page H-2)

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.136	0.025
Commercial	0	0
Agricultural	0.533	0.013
Forest	0	0
Wetlands	0	0
Other: Religious Facility	0.030	0
Other:	0	0
TOTAL	0.672	0.038

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 existing right-of-way along SR 26 ranges from approximately 15 ft. to 90 ft. north and south of the centerline. The existing right-of-way along Park Road ranges from approximately 11 ft. to 40 ft. east and west the centerline. The project requires a total of approximately 0.672 acre of permanent right-of-way from land classified as residential, agricultural, and a religious facility (South Creek Church of God). The project also requires a total of approximately 0.038 acre of temporary right-of-way from land classified as residential and agricultural. Land use impacts are tabulated above. The project will also reacquire approximately 1.403 acre of residential right-of-way, which was previously acquired but not properly recorded. along the east leg of the project area. Existing and proposed right-of-way is shown on Appendix B, pages B-16, B-22, and B-28 to B-35. The permanent, temporary, and reacquired right-of-way will be purchased from a total of 18 parcels. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks: Based on a desktop review, a site visit on June 21, 2019 by Metric Environmental, LLC (Metric), the 2018 aerial map of the project area (Appendix B, page B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page E-8), there is one river and stream segment located within the 0.5 mile search radius. There is one stream, UNT to West Fork Little Wildcat Creek, present adjacent to the project area. No Federal Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers in Indiana; navigable waterways; or National Rivers Inventory waterways are present in the project area.

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A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT ESD Ecology and Waterway Permitting Office (EWPO) on August 12, 2019. Please refer to Appendix F, pages F-1 to F-9 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream, UNT to West Fork Little Wildcat Creek, was observed within the project study limits during the field reconnaissance; however, UNT to West Fork Little Wildcat Creek is located outside of the construction limits and, therefore, will not be impacted. Therefore, no impacts are expected. The US Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early coordination letters were sent to Indiana Department of Natural Resources (IDNR)-Division of Fish and Wildlife (DFW) and USACE on July 24, 2019 (Appendix C, pages C-1 to C-3). USACE did not respond to the early coordination letter.

On July 24, 2019, Metric generated an automatic Indiana Department of Environmental Management (IDEM) Proposed Roadway Construction Projects letter in which IDEM recommended utilizing appropriate erosion and sediment control devices (Appendix C, pages C-4 to C-11). All applicable IDEM recommendations are included in the Environmental Commitments section of this CE document.

IDNR-DFW responded on August 20, 2019 with a recommendation to utilize appropriate erosion and sediment control measures (Appendix C, page C-19). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

The project qualifies for Programmatic Coordination as outlined in the United States Fish and Wildlife Service (USFWS) *Interim Policy for the Review of Highway Projects in Indiana* (2013) (Interim Policy); therefore, coordination with USFWS is not required. The USFWS recommendations regarding streams do not apply since no work will occur within any streams.

Other Surface Waters	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Based on a desktop review, a site visit on June 21, 2019 by Metric, the 2018 aerial map of the project area (Appendix B, page B-3), and the water resources map in the RFI report (Appendix E, page E-8), there is one lake and one unmapped detention basin located within the 0.5 mile search radius. None of the features are within or adjacent to the project area; therefore, no impact is expected. During the site visit, it was determined that there are nine roadside ditches (RSDs), 1 through 9, present within or adjacent to the project area which measure a total of approximately 4,060 ft. No continuous ordinary high-water mark (OHWM) was observed in any of these features, so they are likely non-jurisdictional, and no additional permits or mitigation are anticipated for RSD impacts.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT ESD EWPO on September 11, 2019. Please refer to Appendix F, pages F-1 to F-9 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that nine likely non-jurisdictional RSDs are present within the project study limits. The USACE makes all final determinations regarding jurisdiction.

Early coordination letters were sent to IDNR-DFW and USACE on July 24, 2019 (Appendix C, pages C-1 to C-3). USACE did not respond to the early coordination letter.

On July 24, 2019, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter in which IDEM recommended utilizing appropriate erosion and sediment control devices (Appendix C, pages C-4 to C-11). All applicable IDEM recommendations are included in the Environmental Commitments section of this CE document.

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IDNR-DFW responded on August 20, 2019 with a recommendation regarding implementing appropriately designed erosion and sediment control measures (Appendix C, page C-19). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

The project qualifies for Programmatic Coordination as outlined in the USFWS Interim Policy; therefore, coordination with USFWS is not required. The USFWS Interim Policy does not contain any recommendations regarding other surface waters, such as reservoirs, lakes, farm ponds, detention basins, and/or storm water management facilities.

Presence **Impacts**

Yes No

Wetlands

Total wetland area: N/A acre(s) Total wetland area impacted: 0 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A				

Wetlands (Mark all that apply)	Documentation	ES Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	<input type="text" value="September 11, 2019"/>
Wetland Delineation	<input type="checkbox"/>	<input type="text"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>
Mitigation Plan	<input type="checkbox"/>	<input type="text"/>

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
 - Substantially increased project costs;
 - Unique engineering, traffic, maintenance, or safety problems;
 - Substantial adverse social, economic, or environmental impacts, or
 - The project not meeting the identified needs.
-

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on June 21, 2019 by Metric, the USGS topographic map (Appendix B, page B-2), and the RFI report (Appendix E, pages E-3 and E-8) there are eight NWI wetlands and three NWI line segments located within the 0.5-mile search radius. There is one NWI line present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPO on September 11, 2019. Please refer to Appendix F, pages F-1 to F-9 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the project study limits; therefore, no impact is expected. The USACE makes all final determinations regarding jurisdiction.

Early coordination letters were sent to IDNR-DFW and USACE on July 24, 2019 (Appendix C, pages C-1 to C-3). USACE did not respond to the early coordination letter.

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On July 24, 2019, Metric generated an automatic IDEM Proposed Roadway Construction Projects letter in which IDEM provided recommendations regarding 401/404 permits for wetland impacts (Appendix C, pages C-4 to C-11). However, since no wetlands are present, the IDEM recommendations do not apply to the project.

IDNR-DFW responded on August 20, 2019 but did not mention or provide recommendations regarding wetlands (Appendix C, page C-19).

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High-Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: Based on a desktop review, a site visit on June 21, 2019 by Metric, and the 2018 aerial map of the project area (Appendix B, page B-3), there is grass and scattered trees within the project area. Dominant vegetation observed during the site visit included black walnut (*Quercus macrocarpa*) in the tree stratum and red fescue (*Festuca rubra*), ground ivy (*Glechoma hederacea*), and common dandelion (*Taraxacum officinale*) in the herbaceous stratum.

Seven (7) trees will be removed as a result of this project— two in the southwest quadrant, three in the southeast quadrant, and two in the northeast quadrant. Tree removal will be approximately 0.115 acre. Approximately 2.9 acre of grass habitat will be impacted in order to widen the roadway, replace drainage structures, and reshape the ditches. Mitigation is not anticipated to be required. All disturbed areas will be reseeded in accordance with the current version of INDOT Standard Specifications and recommendations from the regulatory agencies.

An early coordination letter was sent to IDNR-DFW on July 24, 2019 (Appendix C, pages C-1 to C-3).

IDNR-DFW responded on August 20, 2019 with a recommendation regarding revegetating disturbed areas upon completion of the project (Appendix C, page C-19). All applicable IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

The project qualifies for Programmatic Coordination as outlined in the USFWS Interim Policy; therefore, coordination with USFWS is not required. The USFWS Interim Policy contains a recommendation to install appropriate erosion and sediment control devices in all areas of disturbed soil. However, the recommendation is addressed by INDOT Standard Specifications and, therefore, is not included in the Environmental Commitments section of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

	Yes	No
Karst		
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: Based on a desktop review, a site visit on June 21, 2019 by Metric, the topographic map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, pages E-2 to E-3), the proposed project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding. There are no karst features identified within the project area. In the early coordination response, dated July 24, 2019, the Indiana Geological Survey (IGS) did not indicate that karst features may

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exist in the project area (Appendix C, pages C-12 to C-13). IGS indicated that (1) geological hazards include a moderate liquefaction potential and a floodway; (2) mineral resources include a high potential for bedrock resources and a low potential for sand and gravel resources; and (3) no active or abandoned mineral resource extraction sites have been documented in the area. The features will not be affected because excavation greater than 10 ft. below ground surface will not be required. Response from IGS has been communicated with the designer on October 28, 2019. No impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Threatened or Endangered Species			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is Section 7 formal consultation required for this action? Yes No

Remarks: Based on a desktop review and the RFI (Appendix E), approved by INDOT ESD Site Assessment & Management (SAM) on August 12, 2019, the IDNR Howard County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, page E-12. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated August 20, 2019 (Appendix C, page C-19), the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally ETR have been reported to occur in the project vicinity.

On June 7, 2019, a staff member from INDOT Greenfield District reviewed the USFWS GIS database for the absence or presence of the Indiana bat and Northern long-eared bat (NLEB) roosting, hibernacula, and capture sites. No documented sites were identified within a half-mile radius of the project area (Appendix C, page C-40).

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-20 to C-25). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened NLEB (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and NLEB. The seven trees (approximately 0.115 acre) to be removed for the project are considered suitable summer habitat for the Indiana Bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on October 8, 2019, and based on the responses provided, the project was found to "may affect, not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on October 8, 2019 and requested USFWS's review of the finding (Appendix C, pages C-26 to C-39). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. The applicable Avoidance and Minimization Measures (AMMs) include a general recommendation to inform all stakeholders of the AMMs as well as specific recommendations regarding temporary lighting and tree removal. All applicable AMMs are included as firm commitments in the Environmental Commitments section of this CE document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

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SECTION B – OTHER RESOURCES

	Presence	Impacts	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: The project is located in Howard County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. No impacts are expected.

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on July 24, 2019 by Metric. This project is not located within a Wellhead Protection Area.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on October 22, 2019 by Metric. The nearest well, a field located borehole drilled to bedrock, is approximately 0.03 mile from the project area. The feature is not likely to be affected because it is outside construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that the well is affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Metric on June 4, 2019 and the RFI report; this project is located in an Urban Area Boundary location. An early coordination letter was sent on July 24, 2019 to the City of Kokomo MS4 Coordinator (Appendix C, pages C-1 to C-3). In a letter dated July 24, 2019, the MS4 Coordinator stated that a sanitary sewer exists west of the subject intersection and drains west; however, the MS4 Coordinator did not provide any recommendations regarding best management practices (Appendix C, page C-16).

Based on a desktop review, a site visit on June 21, 2019 by Metric, and the 2018 aerial map of the project area (Appendix B, page B-3), this project is located where there is a public water system. The public water system will not be affected because no water lines are within the project area. The designer is coordinating with utility companies and will continue, as necessary, until project completion.

	Presence	Impacts	
		Yes	No
Flood Plains			
Longitudinal Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: The IDNR Indiana Floodplain Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on July 24, 2019 by Metric. This project is not located in a regulatory floodplain as determined from

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approved IDNR floodplain maps (Appendix E, page E-8 and Appendix F, page F-10). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

In their early coordination response dated August 20, 2019, INDR-DFW stated that formal approval by IDNR under regulatory programs administered by the Division of Water is not required (Appendix C, page C-19).

Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006* _____
 *If 160 or greater, see CE Manual for guidance.

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Based on a desktop review, a site visit on June 1, 2019 by Metric, and the 2018 aerial map of the project area (Appendix B, page B-3), there is agricultural land within and adjacent to the project area, but it is within an urban area. Therefore, no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

An early coordination letter was sent to Natural Resources Conservation Service (NRCS) on July 24, 2019 (Appendix C, pages C-1 to C-3). In a letter dated August 12, 2019, NRCS stated that this project will not cause a conversion of prime farmland (Appendix C, page C-18).

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	3 9	June 24, 2019 November 14, 2019	<input type="checkbox"/>

Eligible and/or Listed
Resource Present

Results of Research

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Historic Property Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check/ Review	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	N/A
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input type="checkbox"/>

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Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MOA Signature Dates (List all signatories)

Memorandum of Agreement (MOA)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks: INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires FHWA and INDOT to evaluate the effects of undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP). A Minor Projects Programmatic Agreement (MPPA) between FHWA, the INDOT, the Advisory Council on Historic Preservation, and the Indiana State Historic Preservation Officer was signed on October 12, 2006. This document streamlines the Section 106 process for certain actions that typically have no effect on properties listed on or eligible for listing on the National Register.

On June 24, 2019, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type B-3 under the MPPA (Appendix D, pages D-1 to D-6). Category B-3 includes construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening. On November 14, 2019, INDOT CRO determined that this project also falls within the guidelines of Category B, Type B-9 under the MPPA (Appendix D, pages D-1 to D-6). Category B-9 includes installation, replacement, repair, lining, or extension of culverts and other drainage structures under certain conditions for Archaeological and Above-Ground Resources. The conditions for Archaeological and Above-Ground Resources for both projects are described in the following paragraphs.

For Archaeological Resources, the project met Condition A.ii for MPPA Categories B-3 and B-9. Because the project takes place in undisturbed soils, on May 28, 2019, Metric conducted a Phase Ia archaeological field reconnaissance of the project area. Metric prepared an archaeological short report dated June 3, 2019, which concluded that no archaeological resources were identified within the project area and no additional archaeological work was recommended (Appendix D, pages D-4 to D-30). The archaeological short report was reviewed by INDOT CRO personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. INDOT CRO concurred with the evaluations and recommendations made by Metric in their MPPA approval on June 24, 2019. Therefore, there are no archaeological concerns. The archaeological report was provided to the IDNR-Division of Historic Preservation and Archaeology and uploaded for viewing by tribes onto the Indiana Section 106 Consultation and Outreach Portal (INSCOPE).

For Above-Ground Resources, the project met Condition B for MPPA Category B-3 and Condition B.ii for MPPA Category B-9. Work does not occur within or adjacent to an NRHP-listed or NRHP-eligible district or individual above-ground resource. The drainage structures to be modified do not exhibit wood, stone, or brick structures or parts.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

Presence

Use

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Parks & Other Recreational Land

	Yes	No
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>

Evaluations Prepared

	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="text"/>
"De minimis" Impact*	<input type="text"/>
Individual Section 4(f)	<input type="text"/>

Wildlife & Waterfowl Refuges

	Use Yes	No
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>

Evaluations Prepared

	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="text"/>
"De minimis" Impact*	<input type="text"/>
Individual Section 4(f)	<input type="text"/>

Historic Properties

	Use Yes	No
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>

Evaluations Prepared

	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="text"/>
"De minimis" Impact*	<input type="text"/>
Individual Section 4(f)	<input type="text"/>

*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places-eligible or -listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on June 21, 2019 by Metric, the 2018 aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-2 and E-7), there is one recreational facility and one managed land within the 0.5 mile search radius. The feature, Wildcat Creek Golf Course, is located approximately 0.10 mile west of the project area. There are no Section 4(f) resources within or adjacent to the project area. Therefore, no impacts are expected.

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Section 6(f) Involvement Presence Use
 Section 6(f) Property Yes No

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the LWCF Coalition website at <https://www.lwcfcoalition.com/tools> revealed a total of five properties in Howard County (Appendix I, page I-84). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

Remarks: This project is included in the FY 2020-2024 Kokomo Howard County Governmental Coordinating Council (KHCGCC) Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-1 to H-3).

This project is located in Howard County, which is currently in attainment for all criteria pollutants according to the IDEM County Nonattainment List, reviewed on October 24, 2019 by Metric (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION F - NOISE

	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	No	Yes/ Date
ES Review of Noise Analysis	X	

Remarks: This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the remarks box)

Yes	No
X	
	X
	X
	X
X	
X	

Remarks: On October 24, 2019, Metric reviewed the Indiana Association of Fairs website and no events were listed within 0.5 mile of the project area that will be impacted (www.indianafairsandfestivals.org).

On October 24, 2019, Metric viewed the Howard County Americans with Disabilities Act (ADA) Transition Plan (https://www.howardcountyin.gov/files_uploaded/2016%20HOWARD%20COUNTY%20ADA%20TRANSITION%20PLAN_1.pdf). The proposed project will not involve impacts to existing or the creation of new pedestrian facilities; therefore, it complies with the Howard County ADA Transition Plan.

The proposed project will comply with the local/regional development patterns for the area. There will be no negative impacts to community cohesion, the local tax base, or property values.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes	No
	X

Remarks: Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

This project is not of a type that is likely to cause substantial indirect or cumulative impacts. This intersection improvement project is not expected to affect growth, changes in land use, or population density. The project will not add capacity to the existing roadway network or provide additional access to any currently undeveloped area. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes	No
X	

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Remarks:

Based on a desktop review, a site visit on April 16, 2019 by Metric, the 2018 aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-2 and E-7), there are two unmapped religious facilities and one public airport is located within a 3.8 mile search radius. One religious facility, South Creek Church of God, is located adjacent to the northwest quadrant of the project area. 0.03 acre of right-of-way, which is comprised of grass, will be acquired from the property. Access to all properties will be maintained at all times through the duration of construction.

Early coordination letters were sent to INDOT Offices of Aviation and Public Involvement; the City of Kokomo Mayor, Surveyor, Fire Department, Police Department, and MS4 Coordinator; the Howard County Highway Department and Commissioners; South Creek Church of God; and Bethel Tabernacle Church of God on July 24, 2019 (Appendix C, pages C-1 to C-3). The City of Kokomo Mayor, Surveyor, Fire Department, and Police Department; the Howard County Highway Department and Commissioners; and Bethel Tabernacle Church of God did not respond to the early coordination letter.

In a letter dated July 24, 2019, INDOT Office of Public Involvement sent an automatic reply with a link to the Public Involvement Manual and a brief explanation about Public Involvement Plans (PIPs) (Appendix C, page C-14). A PIP is not required for this project.

On July 24, 2019, South Creek Church of God responded via telephone and expressed concern about access for church attendees during construction, and Metric relayed the concerns to the designer and INDOT (Appendix C, page C-15). On July 26, 2019, the designer responded, and Metric relayed the responses to South Creek Church of God via telephone, which were that (1) construction is anticipated to begin in May or June 2021 and to be complete in November 2021, (2) the church would receive an invitation to the Preliminary Field Check, (3) INDOT would coordinate and include Special Provisions or commitments, as needed, to accommodate church/preschool activities. The Contractor will accommodate traffic to the church since the mainline of Park Road and additional coordination will be needed to maintain access. Coordination will occur and access to all church entrances shall be maintained through the duration of construction.

In a letter dated July 24, 2019, the City of Kokomo City Engineer (and MS4 Coordinator) stated that an 8 in. city owned sewer lies west of the intersection and drains west, and any new signage to be placed on the north leg would need to be coordinated with the City of Kokomo (Appendix C, page C-16). The response has been communicated to the designer and the INDOT Project Manager. The recommendation has been included in the Environmental Commitments section of this CE document.

In a letter dated July 29, 2018, INDOT Office of Aviation stated that Glendale Airport is 2.5 nautical miles from the project area, and a tall structure permit will be required if any temporary or permanent structures/equipment exceeding 130 ft. in height will be utilized and notification to an adjacent private airport owner will be required if any tall equipment or obstructions will be utilized (Appendix C, page C-17). Although no structures of this type are proposed, commitments have been included in the Environmental Commitments section of this CE document.

A telephone line and a gas line will be relocated within the new right-of-way prior to letting. The designer and INDOT Greenfield District are coordinating with utilities and will continue, as necessary, until project completion.

SR 26 will remain open at all times through the use of phased construction and a reduced speed limit of 45 mph, as described in detail in the Maintenance of Traffic section of this document (Appendix B, pages B-23 to B-27). Park Road will be closed during construction and a local detour route will be provided; however, the detour route is not yet known. 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.

Yes No

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

	X
X	

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

	X
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Will the project result in adversely high or disproportionate impacts to EJ populations?

Remarks:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT CE Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require greater than 0.5 acre of permanent right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Howard County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 106. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2013-2017 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on October 24, 2019 by Metric. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC - Howard County, Indiana	AC - Census Tract 106, Howard County, Indiana
Percent Minority	14.21%	11.33%
125% of COC	17.77%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	16.52%	6.13%
125% of COC	20.65%	AC < 125% COC
EJ Population of Concern		No

The AC, Census Tract 106, has a percent minority of 11.33% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

The AC, Census Tract 106, has a percent low-income of 6.13% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix J, pages J-1 to J-6. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
 Is a Business Information Survey (BIS) required?
 Is a Conceptual Stage Relocation Study (CSRS) required?
 Has utility relocation coordination been initiated for this project?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: No relocations of people, businesses, or farms will take place as a result of this project.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

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Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	August 12, 2019

Include a summary of findings for each investigation.

Remarks: Based on a review of Geographic Information Systems and available public records, an RFI was approved by INDOT ESD SAM on August 12, 2019 (Appendix E). One National Pollution Discharge Elimination System (NPDES) facility is located within 0.5 mile of the project area. However, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project. The NPDES facility is located approximately 0.20 mile northwest of the project area. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

IDEM

Section 401 WQC	<input type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

IDNR

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

Remarks: According to the INDOT ESD EWPO preliminary permit determination, dated October 8, 2019, an IDEM Rule 5 permit will be required for the project based on greater than one (1) acre of land disturbance (Appendix F, page F-24). Mitigation is not anticipated to be required.

Based upon the provided information, an Indiana Tall Structure permit will not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds a height of 130 ft. above ground level. No structures of either type are proposed.

If additional permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

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It is the responsibility of the project designer to identify and obtain all required permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

- Firm:**
1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
 2. 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. (INDOT ESD)
 3. GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
 4. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
 5. TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
 6. TREE REMOVAL AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
 7. TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
 8. TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 mile of roosts, or documented foraging habitat any time of year. (USFWS)
 9. Any ground disturbing activities on the north leg of the project area shall be coordinated with the City of Kokomo. (INDOT)
 10. The contractor shall coordinate with South Creek Church of God, and access to all South Creek Church of God entrances shall be maintained through the duration of construction. (INDOT)
- For Consideration:**
1. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead) from April 1 through September 30. (IDNR-DFW)
 2. Plant five trees at least 2 inches in diameter-at-breast height for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:	Agency Contacted	Coordination Sent	Response Received

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IGS	July 24, 2019	July 24, 2019
INDOT Office of Aviation	July 24, 2019	July 29, 2019
INDOT Office of Public Involvement	July 24, 2019	July 24, 2019
National Parks Service	July 24, 2019	None received
IDNR-DFW	July 24, 2019	August 20, 2019
United States Department of Housing and Urban Development	July 24, 2019	None received
IDEM	July 24, 2019	July 24, 2019 (automatic)
USACE	July 24, 2019	None received
City of Kokomo – Administrative Secretary	July 24, 2019	None received
City of Kokomo – Mayor	July 24, 2019	None received
City of Kokomo – Surveyor	July 24, 2019	None received
City of Kokomo – Fire Department	July 24, 2019	None received
City of Kokomo – Police Department	July 24, 2019	None received
City of Kokomo – MS4 Coordinator	July 24, 2019	July 24, 2019
Howard County – Highway Department	July 24, 2019	None received
Howard County Commissioners	July 24, 2019	None received
South Creek Church of God	July 24, 2019	July 24, 2019
Bethel Tabernacle Church of God	July 24, 2019	None received
Indian Hills Flying Field	July 24, 2019	None received
NRCS	July 24, 2019	None received