

CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: December 31, 2020

Initial Version

Additional Information to CE Level 1 Dated: _____

Purpose of this document:

CE Level 1 documentation for exempted projects

State-funded categorical exemption documentation

Approval CE Level 1 or State-Funded CE:

Environmental Scoping Manager or
Environmental Policy Manager

Date

Release for Public Involvement

Certification of Public Involvement

ESM/ES Initials RF Date 1/6/2021

Office of Public Involvement Date

PROJECT INFORMATION			
County, Route	Sullivan County, United States (US) 41 and State Road (SR) 58	Des Number	1800226
Purpose and Need:	<p>The need for this project is a high crash rate at the intersection of US 41 with SR 58 near Carlisle in Sullivan County, Indiana. The existing intersection has 24 potential traffic conflict points, which contribute to the number and type of crash incidents. According to available crash data, 15 crashes occurred at the intersection between 2010 and 2013, with approximately 73% being right-angle crashes, and approximately 64% of the right-angle crashes involving eastbound traffic (Appendix I, pages 1-17).</p> <p>The purpose of the project is to improve safety at this location on US 41 by reducing the number of potential traffic conflict points at the intersection.</p>		
Project Description:	<p>The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of US 41 and SR 58 in Sullivan County. More specifically, the project is located in Survey 3 and Survey 12 in Township 6 North, Range 9 West in Carlisle, Haddon Township, Indiana (Appendix B, page 2).</p> <p>US 41 is a four-lane Rural Other Principle Arterial. The northbound and southbound approaches to the intersection both have dedicated left-turn lanes, two through lanes, and a right-turn lane; they are separated by a 54-foot grass median. The posted speed limit on US 41 is 60 miles per hour (mph).</p> <p>SR 58 is a two-lane Rural Major Collector, and both the eastbound and westbound approaches have a shared left-turn/through lane and a dedicated right-turn lane. The posted speed limit on the east approach is 30 mph, and that of the west approach is 50 mph.</p> <p>The intersection of US 41 with SR 58 has free-flowing north-south traffic on US 41 and stop controls at the east and west approaches. A flashing beacon signals amber to the US 41 approaches and red to the SR 58 approaches.</p> <p>Primary land use along US 41 in the area is agricultural, with a commercial structure located at the northeast corner of the US 41 at SR 58 intersection, and some residential properties to the west of</p>		

	<p>that structure. The Town of Carlisle is located just east of US 41.</p> <p>The current configuration of the intersection leads to a high number of right-angle crashes. From 2014-2016, there were 15 crashes at the intersection, with 67% of those being right-angle crashes. Right-angle crashes are more likely to result in injuries. Of those right-angle crashes, 93% resulted from a failure to yield the right-of-way. Crash data trends indicate that indices of crash costs and crash frequency at this intersection are increasing and approaching the threshold for classification as a “high crash” intersection, according to the Hazard Elimination Program Manual on Improving Safety of Indiana Road Intersections and Sections (Appendix I, pages 1-17).</p> <p>The preferred alternative will reconfigure the intersection of US 41 with SR 58 by constructing a reduced conflict intersection (RCI). The reconfigured intersection, as shown in Appendix B, pages 43-60, will direct all traffic on SR 58 to make a right onto US 41, then make a U-Turn across the median of US 41 before making a right turn onto SR 58. Construction activities will include the following:</p> <ul style="list-style-type: none"> • Construction of raised medians in the US 41/SR 58 intersection and on eastbound westbound SR 58 approaches. • Construction of median U-Turns approximately 800 feet north and south of the existing US 41/SR 58 intersection. • Reconstruction of approximately 100 feet of shoulder at each median U-Turn to accommodate truck turning traffic. • Reduction of the US 41 southbound left-turn lane approaching the US 41 and Ledgerwood Street intersection from 720 feet to 580 feet with 100 feet of taper in order to accommodate the south median U-Turn. • Installation of new permanent lighting and signage related to the new median U-Turns. <p>The only alterations near the Ledgerwood intersection with US 41 will be the reduction in the southbound left-turn lane, though the study area encompassed this intersection because further alternations were possible in other alternatives considered. Ultimately, impacts to the US 41/Ledgerwood intersection will be minimal.</p> <p>The Maintenance of Traffic (MOT) plan for this project will be accomplished in three phases utilizing lane closures. More information about MOT can be found in the Public Facilities section of this document.</p> <p>The preferred alternative will meet the purpose and need of the project because it will reduce the number or right-angle crashes by eliminating left turning movements and through traffic from SR 58 across US 41, thus improving safety at the intersection. In its current configuration, there are 24 crossing conflict points at the intersection. Constructing an RCI would reduce this to only 4 crossing conflict points.</p> <p>The project termini are logical because they are rational end points for an intersection improvement project and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it is a stand-alone project that will improve safety and traffic operations at these intersections, even if no other projects are completed.</p> <p>Every effort to avoid, minimize, and/or mitigate project impacts will be made.</p>
<p>Other Alternatives Considered:</p>	<p><u>No-Build</u> The No-Build alternative would make no physical changes to the existing intersection. This alternative would have no effect on environmental resources. Without improvements, the crash index at this intersection would likely increase to the level of the “high crash” designation and the risk of injury or fatality at this intersection would remain. The No-Build alternative was not selected because it fails to meet the purpose and need of the project.</p> <p><u>RCI with no left-turn at SR 58</u> This alternative would construct an RCI at the intersection of US 41 with SR 58 which does not</p>

	<p>allow for left turns from US 41 onto SR 58 (Appendix I, page 19). The distance from the current intersection to the median U-Turns would be compressed, and no alterations would occur at the Ledgerwood Street intersection. This alternative would meet the purpose and need of the project, but was eliminated from further consideration because it was determined that there is no compelling reason to remove the left turning movements from US 41 to SR 58.</p> <p><u>Right-in/Right-out at Ledgerwood Street</u> This alternative would provide left turns at SR 58 and eliminate left turns from US 41 on to Ledgerwood Street; Ledgerwood Street would become right-in/right-out (Appendix I, page 23). Although this alternative would meet the purpose and need of the project by reducing the right-angle conflict points at the SR 58 intersection, it would also include alterations to the Ledgerwood Street intersection which were deemed unnecessary based on low traffic volumes on the minor approaches at that intersection. It was therefore eliminated from further consideration.</p>		
Project Termini:	US 41 from 0.21 mile south of SR 58 to 0.17 mile north of SR 58		
Funding Source(s):	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other	Estimated Cost	\$200,000*
Project Sponsor:	INDOT	Project Length	0.38 mile

* This project is currently only programmed for Preliminary Engineering (PE). Construction funds will be added to the STIP prior to letting.

Name and organization of CE Level 1 Preparer: Susan Harrington, HNTB

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

SCOPE OF THE PROPOSED ACTION			
Public Involvement*		No:	Yes: X
<p>Comments:</p> <p>Notice of Entry letters were not required for this project because all proposed work will occur within the exiting right-of-way (ROW). INDOT will offer the public an opportunity to submit comment 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. In addition, due to INDOT's desire to educate the public on how to navigate a "Median U-Turn" intersection, a public information meeting will be held for the general public prior to the project letting.</p>		Possible:	
Right-of-way (permanent and temporary, in acres)		No: X	Yes:
<p>Comments:</p> <p>Existing ROW in this area of US 41 averages approximately 105 feet west and 145 feet east of the centerline of US 41. This project will occur within existing ROW. No permanent or temporary ROW will be required for this project. If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		Possible:	

SCOPE OF THE PROPOSED ACTION			
Disruption to public facilities/services (such as schools, emergency service)	No:	Yes:	Possible: X
<p>Comments:</p> <p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-11), there are five public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction; therefore, no impacts are expected.</p> <p>Early coordination letters were sent to the Sullivan County Surveyor, Sullivan County Board of Commissioners, Sullivan County Sheriff, Sullivan County Engineer, Southwest School Corporation, Carlisle-Haddon Township Volunteer Fire Department, and Carlisle Town Marshall and Streets Superintendent on June 3, 2020.</p> <p>The Sullivan County Surveyor responded on June 3, 2020 expressing support for safety improvements at this intersection (Appendix C, page 18).</p> <p>The Southwest School Corporation responded on June 3, 2020 with a query regarding project timing and the closure of the intersection. HNTB replied with additional details on timing and MOT on June 9, 2020 (Appendix C, page 19).</p> <p>The MOT plan for this project will be accomplished in three phases (Appendix B, pages 48-54). The first phase will close the right lane in each direction along US 41 to reconstruct portions of the outside shoulder to use as loons for trucks. The second phase will construct the median U-turns and portions of the new left turn lane. Phase three will close the existing intersection to install the new center curb and pavement improvements as well as the medians on the SR 58 approaches. All traffic will use the median U-turns to access SR 58 during Phase 3. The closures/lane restrictions 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.</p> <p>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.</p>			
Involvement with existing bridge(s) (Include structure number(s))	No: X	Yes:	Possible:
Comments:	No bridges or small structures are located within the project area.		

* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

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Streams, Rivers, and Watercourses Impacted (linear feet)	No: X	Yes:	Possible:
<p>Comments:</p> <p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and the water resources map in the RFI report (Appendix E, page 8), there are 23 streams, rivers, or watercourses located within the 0.5 mile search radius. There is one lake present adjacent to the project area. A <i>Waters of the U.S. Determination / Wetland Delineation Report</i> was approved by the INDOT Ecology and Waterway Permitting Office on September 24, 2020. Please refer to Appendix F, pages 1-11 for the <i>Waters of the U.S. Determination / Wetland Delineation Report</i>. It was determined that three roadside ditches and three likely jurisdictional streams, Unnamed tributary (UNT) to Busseron Creek, UNT-1 to Busseron Creek, and UNT-2 to Busseron Creek, are present within the investigated area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.</p> <p>UNT to Busseron Creek exhibited an ordinary high-water mark (OHWM) and a defined bed and bank</p>			

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during the site visit. During the site investigation, this stream was 6.5 feet wide by 10 inches deep at the OHWM. UNT to Busseron Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, nor is it on the Indiana Register’s listing of Outstanding Rivers and Streams. No impacts to UNT to Busseron Creek are expected.

UNT-1 to Busseron Creek exhibited an OHWM during the site visit. During the site investigation, this stream was 23 inches wide by 8 inches deep. UNT-1 to Busseron Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, nor is it on the Indiana Register’s listing of Outstanding Rivers and Streams. No impacts to UNT-1 to Busseron Creek are expected.

UNT-2 to Busseron Creek exhibited an OHWM during the site visit. During the site investigation, this stream was 17 inches wide by 5 inches deep. UNT-2 to Busseron Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, nor is it on the Indiana Register’s listing of Outstanding Rivers and Streams. No impacts to UNT-2 to Busseron Creek are expected.

There is a lake located adjacent to the west of the US 41 southbound ROW, outside of the existing paved roadway. Due to the limited scope of the planned construction, no impacts to the lake are expected.

Early coordination letters were sent on June 3, 2020. The United States Fish and Wildlife Service (USFWS) responded on June 3, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, pages 4-5). These recommendations pertained to erosion and sediment control measures, bank stabilization, minimization of in-stream channel work, and evaluation of wildlife crossings.

The Indiana Department of Natural Resources Division of Fish and Wildlife responded on July 1, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, page 16). These recommendations pertained to revegetating disturbed areas with a mixture of grasses and legumes and to erosion and sediment control measures.

An automated letter was generated from IDEM’s website on August 5, 2020 (Appendix C, pages 9-15). This letter contains recommendations pertaining to storm water quality measures to be implemented during construction and coordination with appropriate permitting agencies.

All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.

Wetlands (acres)	No: X	Yes:	Possible:
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Comments:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on April 10, 2020 by HNTB, the USGS topographic map (Appendix B, page 3), and the RFI report (Appendix E, pages 1-11) there are 15 wetlands located within the 0.5 mile search radius. There is one wetland present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting on September 24, 2020. Please refer to Appendix F, pages 1-11 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one likely jurisdictional wetland was within the identified investigated area. USACE makes all final determinations regarding jurisdiction.

Wetland A is classified as a palustrine, emergent, persistent, temporary flooded wetland. Wetland A measures 0.03 acre and has formed as a result of its position adjacent to UNT-1 to Busseron Creek. Based on a qualitative analysis, Wetland A is of poor quality based on a lack of species diversity. Construction activities will not occur within Wetland A, therefore no permanent or temporary impacts to Wetland A are anticipated.

The USFWS early coordination response dated June 3, 2020 did not provide recommendations pertaining to wetlands (Appendix C, pages 4-5).

The IDNR DFW early coordination response dated July 1, 2020 did not provide recommendations

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	<p>pertaining to wetlands (Appendix C, page 16).</p> <p>An automated letter was generated from IDEM’s website on August 5, 2020 (Appendix C, pages 9-15). This letter contains recommendations regarding proper permits.</p> <p>All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>		
Disturbance of Terrestrial Habitat (acres)		No:	Yes: X
Comments:	<p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, and the aerial map of the project area (Appendix B, page 2), there is one type of terrestrial habitat. Terrestrial habitat within the investigated area consists primarily of maintained state highway ROW. Vegetation within the proposed construction limits is dominated by tall fescue.</p> <p>No tree clearing will be necessary for the proposed intersection improvement project. Approximately 1.8 acres of terrestrial habitat within the US 41 ROW will be impacted by the project. Due to the additional pavement to be installed in the vegetated median required for the U-turns, disturbance to terrestrial habitat is unavoidable. The project includes the construction of “Median U-Turns” to restrict east and west left turn movements by channeling/directing the traffic through the median by using raised islands. All construction activities will occur within the previously disturbed existing ROW. All disturbed areas will be restored per current INDOT Standard Specifications. Mitigation for terrestrial impacts is not anticipated.</p> <p>USFWS responded to early coordination on June 3, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 4-5). These recommendations included limiting tree clearing and understory vegetation to within the construction zone boundaries, as well as implementing temporary erosion and sediment control methods within areas of disturbed soil.</p> <p>IDNR DFW responded on July 1, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, page 16). These recommendations included post-construction revegetation measures and clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season.</p> <p>An automated letter was generated from IDEM’s website on August 5, 2020 (Appendix C, pages 9-15). This letter contains recommendations pertaining to permitting requirements and restrictions regarding disturbance of vegetation.</p> <p>All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.</p>		
Karst Features		No: X	Yes:
Comments:	<p>Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-11), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, pages 6-8). The IGS response indicated that there is potential mine subsidence, a moderate liquefaction potential, low potential for bedrock resources, no documented sand and gravel resources, and petroleum exploration wells and underground coal mines documented within 0.5 mile of the project area. Response from IGS has been communicated with the designer on August 28, 2020. No impacts are expected.</p>		

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Threatened and Endangered Species		No:	Yes:
		Possible: X	
Comments:	<p>Based on a desktop review and the RFI report (Appendix E, pages 1-11), completed by HNTB on June 12, 2020, the IDNR Sullivan Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E (page 11). 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 June 3, 2020 (Appendix C, page 16), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.</p> <p>Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 22-27). The project is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). No additional species were found within or adjacent to the project area other than the Indiana bat and the northern long-eared bat.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, 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 June 16, 2020, 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 June 17, 2020 and requested USFWS's review of the finding (Appendix C, pages 31-40). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.</p> <p>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.</p>		
Drinking Water Resources		No: X	Yes:
		Possible:	
Comments:	<p>The project is located in Sullivan 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/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore a detailed groundwater assessment is not needed and no impacts are expected.</p> <p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on June 2, 2020 by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.</p> <p>The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on August 27, 2020 by HNTB. One water well is located in the northeast quadrant of the intersection of US 41 with SR 58. This feature will not be affected because it is outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.</p> <p>Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by HNTB on June 2, 2020 and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.</p>		

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	<p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and the IDEM Indiana Public Water Supply Database website (https://myweb.in.gov/IDEM/DWW/), this project is located where there is a public water system. The public water system exists within the project limits, but will not be affected because the project has been designed to avoid the water pipe. A utility coordination letter was sent on date June 9, 2020 to Carlisle Water and Sewer. A response to utility coordination was received on June 11, 2020 indicating that the utility does not anticipate any impacts to the pipe in the project area (Appendix C, page 21). No impact is expected.</p>		
Flood Plains (note transverse or longitudinal impact)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) was accessed on August 27, 2020 by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 6). 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.</p>		
Farmland (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, and the aerial map of the project area (Appendix B, page 2), there is 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 on June 3, 2020 to Natural Resources Conservation Service (NRCS). NRCS responded on June 4, 2020, stating that the project will not cause a conversion of prime farmland (Appendix C, page 17).</p>		
Cultural Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>On May 26, 2020 the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Type 2 and Category A, Type 5 under the Minor Projects Programmatic Agreement, (Appendix D, page 1). MPPA Category A-2 projects include all work within interchanges and within medians of divided highways in previously disturbed soils. MPPA Category A-5 projects include repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
Section 4(f) and Section 6(f) Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>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 NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, a site visit on April 10, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-11) there are three potential 4(f) resources located within the 0.5 mile search radius. There are no Section 4(f) resources within or adjacent to the</p>		

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	<p>project area. Therefore, no use is expected.</p> <p>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.</p> <p>A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) list maintained by the IDNR Division of Outdoor Recreation for the identification of LWCG properties and provided by INDOT ESD revealed a total of ten (10) properties in Sullivan County (Appendix I, page 25). 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.</p>		
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).</p> <p>This project is located in Sullivan County, which is currently in attainment for all criteria pollutants according to the IDEM Office of Air Quality. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.</p> <p>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.</p>		
Community/Economic Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>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.</p> <p>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.</p> <p>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. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.</p> <p>The project is not anticipated to impact the tax base for the area or result in negative impacts to community cohesion. There are no long-term, foreseeable economic impacts from the project. Per the Indiana Festival website (www.indianafestivals.org), accessed on November 18, 2020, there are multiple regularly scheduled festivals in Sullivan County, Indiana. Festivals include the Sullivan Rotary Corn Festival and the Merom Bluff Chautauqua Festival. The MOT plan will allow for traffic to travel in each direction and</p>		

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	<p>remain open throughout the duration of construction activities; therefore, the project is not expected to cause significant delays or inconveniences to those traveling to these events. The selected contractor will implement the MOT plan in accordance with current INDOT design standards and current INDOT Standard Specifications.</p> <p>An Americans with Disabilities Act (ADA) Transition Plan is being developed by the Town of Carlisle. Due to the lack of buildings/structures, sidewalks, and curb ramps within the project area, the ADA Transition Plan is not applicable to this project.</p>		
Hazardous Materials		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>Based on a review of GIS and available public records, an RFI was approved on June 16, 2020 by INDOT ESD, Site Assessment and Management (Appendix E, Pages 1-11). Ten sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area, and no sites are located within the project area; however, no hazmat sites were identified in or within 0.5 mile of the project area that will impact the project.</p> <p>The nearest Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage and Disposal (TSD) site is 0.15 mile from the project area. The nearest Underground Storage Tank (UST) sites is 0.1 mile from the project area. The nearest Leaking Underground Storage Tank (LUST) site is 0.2 mile from the project area. The nearest Brownfields site is 0.13 mile from the project area. The nearest NPDES Facility is 0.4 mile from the project area. The nearest NPDES Pipe Location is 0.41 mile from the project area. No impacts are expected. Further investigation for hazardous material concerns is not required at this time.</p>		
Permits		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>No wetlands, waterways, or floodways will be impacted by the project and therefore the project will not require an IDEM Section 401 Water Quality Certification, a U.S. Army Corps of Engineers Section 404 Permit, or an IDNR construction in a floodway permit.</p> <p>An IDEM Rule 5 Notice of Intent permit will be required for this project.</p> <p>Applicable recommendations provided by USFWS and IDNR DFW are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

ENVIRONMENTAL COMMITMENTS:

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 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 Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
- 4) Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) Lighting AMM 2. When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:

Formal noise analysis required?	No: X	Yes:
Environmental Justice analysis required?	No: X	Yes:
Right-of-Way acquisition greater than 0.5 acre?	No: X	Yes:
Relocation of residences/businesses/etc.?	No: X	Yes:
Added through-traffic lanes?	No: X	Yes:
Facility on new location or realignment?	No: X	Yes:
Permanent alteration of local traffic pattern?	No: X	Yes:
Section 4(f) and Section 6(f) resource impacts?	No: X	Yes:
Sole Source Aquifer Groundwater Assessment required?	No: X	Yes:
Is the project "Likely to Adversely Affect" Threatened and Endangered Species?	No: X	Yes:
Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?	No: X	Yes:
Wetland impacts greater than 0.1 acre?	No: X	Yes:
Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?	No: X	Yes:

* Please note, this table is not applicable for state funded CE's.

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	“No Effect”, “Not likely to Adversely Affect” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level <ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

¹Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

²Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

*Substantial public or agency controversy may require a higher-level NEPA document.

INDOT Vincennes District has determined that a CE-1 is appropriate for this project.

APPENDIX B: GRAPHICS