

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

Road No./County:

State Route (SR) 252 / Johnson and Shelby Counties

Designation Number(s):

Lead Des. No. 1700108, 1902760, and 1900353

Project

Description/Termini:

Pavement Project on SR 252 from US 31 to 0.18 mile west of I-65

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
X	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

N/A

INDOT DE Initials and Date

 03-30-2022

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Susan Castle, Metric Environmental, LLC

Indiana Department of Transportation

County Johnson and Shelby Route SR 252 Des. No. Lead Des. No. 1700108, 1902760, and 1900353

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

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*?	<table border="1"><tr><td>Yes</td><td>No</td></tr><tr><td>☐</td><td>☒</td></tr></table>	Yes	No	☐	☒
Yes	No				
☐	☒				
If No, then: Opportunity for a Public Hearing Required?	<table border="1"><tr><td>X</td><td>☐</td></tr></table>	X	☐		
X	☐				

**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.

Notice of Entry letters were mailed to potentially affected property owners near the project area on December 26, 2017 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G-1 to G-2.

Notice of Entry letters were mailed to four potentially affected property owners near the project area on August 23, 2021 notifying them about the project and that individuals responsible for field activities will be conducting additional environmental surveys, in the near future, on their property. A sample copy of the Notice of Survey letter is included in Appendix G, page G-3.

A preliminary meeting with the Town of Edinburgh Officials took place on February 13, 2018. Discussions included the project location, utilities, drainage, encroachment concerns (curves and poor sight distance), shoulder vs. curb and gutter, and maintenance of traffic. A summary of the discussion and attendees is included in Appendix G, pages G-4 to G-5.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Daily Journal* on March 5, 2021 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on April 5, 2021. No comments or responses were received. The text of the public notice and the affidavit of publication appear in Appendix D, pages D-157 to D-159.

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

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour

Local Name of the Facility: SR 252

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

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

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need: The need for this project is due to SR 252 in Edinburgh showing signs of functional structural distress, predominantly block cracking and map/fatigue cracking in the wheel path. Rutting suggests areas of poor subgrade condition, which is attributed to the lack of a comprehensive storm water facility. Pedestrian facilities are in poor condition and not compliant with the American Disabilities Act (ADA). Curb and gutter are badly deteriorated, broken, buried and nonexistent in places. Additionally, moderate to severe edge distresses exist outside the town section. Encroachment into the parking lot and poor sight distance occurs for westbound right turn traffic at River Road. The curve at the historic Thompson property causes pedestrian safety concerns due to high pedestrian traffic, with limited shoulder, and the retaining wall is close to the roadway. The right-turn from northbound Main St. to SR 252 is tight causing encroachment into on-coming traffic. The curves at E. Center Cross St. and also at Grant St. are tight causing encroachment into on-coming traffic for the westbound truck movements. Please refer to Appendix G, pages G-4 to G-5.

Purpose: The purpose of the project is to improve the poor pavement condition and design while improving drainage and providing a roadway cross section that meets ADA requirements.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Johnson and Shelby Municipality: Edinburgh

Limits of Proposed Work: SR 252 from US 31 to 0.18 mile west of I-65

Total Work Length: 2.44 Mile(s) Total Work Area: N/A Acre(s)

Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

Yes ¹	No
☐	☒
Date:	

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Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a Pavement Project.

Location:

The project is located on SR 252 from US 31 to 0.18 mile west of I-65 in the Town of Edinburgh, Indiana (Appendix B, page B-1). Specifically, the project is located in Sections 27, 33, and 34, Township 11 North, Range 5 East, Blue River Township, Johnson County and Sections 26 and 35, Township 11 North, Range 5 East, Jackson Township, Shelby County (Appendix B, page B-2).

Existing Conditions:

SR 252 is a 20 feet (ft.) wide two-lane road, 10 ft. in each direction, and is classified as an urban major collector (Appendix B, page B-3). The posted speed limit varies from 30 to 55 miles per hour. Land use in the project area consists of residential and commercial areas with a small area of agricultural use on the east end of the project area. SR 252 is showing signs of functional structural distress, predominantly block cracking and map/fatigue cracking in the wheel path. Rutting suggests areas of poor subgrade condition, which is attributed to the lack of a comprehensive storm water facility. Pedestrian facilities are intermittent throughout the project limits, in poor condition, and not compliant with the ADA. Curb and gutter are badly deteriorated, broken, buried and nonexistent in places. Additionally, moderate to severe edge distresses exist outside the town section. Some turning radii are extremely narrow causing truck turning movements to encroach into oncoming traffic.

Preferred Alternative:

Lead Des. No. 1700108: The proposed project includes 4-inch functional inlay (milling the top 4 inches of existing hot mix asphalt {HMA} off and replacing it with 4 inches of new HMA) from US 31 to Eisenhower Dr. The bridge over Big Blue River is not included in this project and will be avoided (Appendix B, pages B-92 to B-97). The pavement along SR 252 from Eisenhower Dr. to Lincoln St. will be reconstructed. The roadway will be widened, where feasible, to correct poor sight distance, pedestrian safety, and improve turning radii, which currently experiences vehicle and semi-truck encroachments onto properties and into on-coming traffic. The Louisville & Indiana Railroad is not included in this project and will be avoided. The existing stormwater facilities will be upgraded and repaired. Castings that are substandard and/or functionally obsolete will be replaced (Appendix B, pages B-117 to B-127). New curb and gutter will be installed. New sidewalks and curbs will be installed, where none currently exist, on the south side of SR 252 from Eisenhower Dr. to Pleasant St. The existing sidewalks and ramps from Pleasant St. to Lincoln St. will be upgraded in compliance with ADA (Appendix B, pages B-117 to B-127 and B-130 to B-166). There will be a 2-inch functional inlay with Lincoln St. to 0.18 mile west of I-65 (Appendix B, pages B-107 to B-114). A storm sewer outlet will be installed on the north side of SR 252 to the Big Blue River, approximately 275 ft. east of Eisenhower Dr. (Appendix B, page B-115). The existing raised pavement markers (RPMs) will be replaced. New pavement markings, speed limit signs, stop signs with light emitting diode (LED) lights, and other instructional signs will be installed (Appendix B, pages B-167 to B-175).

Des. No. 1902760: New sidewalks and curbs will be installed, where none currently exist, on the south side of SR 252 from Lincoln St. to Lind Dr. (CR 800 E). Two gravel drive approaches on the south side of SR 252, between Lincoln St. and CR 800 E, will be replaced with asphalt. (Appendix B-pages B-176 to B-180). New permanent lighting (43 poles) will be installed on both sides of SR 252, from Eisenhower Dr. to Lincoln St., a distance of approximately 5,650 ft. (1.07 miles) (Appendix B, pages B-181 to B-190). The existing cobra head lighting on power poles, located at the intersections, will be removed.

Des. No. 1900353: A 32 ft. x 5 ft. x 2.33 ft. 3-sided culvert (CV 252-041-29.94) with a corrugated metal pipe will be removed and replaced with a 42 ft. x 5 ft. x 4 ft. reinforced concrete box culvert (Appendix B, pages B-116 and B-128 to B-129).

The Maintenance of Traffic (MOT) for this project will require a detour utilizing US 31 and I-65 adding 5.9 miles for the traveling public. The project will be constructed utilizing phased construction. Please refer to the MOT section in this document.

The preferred alternative meets the stated purpose and need of the project by addressing the poor pavement conditions along SR 252, improving drainage and providing a roadway cross section that meets ADA requirements for pedestrian and traveling public.

Logical Termini/Independent Utility:

The preferred alternative has independent utility because it meets the purpose and need of the project without being connected to any other actions in the area. The preferred alternative has logical termini because it encompasses only the area necessary to improve the deficiencies along SR 252. Every effort to avoid, minimize, and/or mitigate project impacts will be made.

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OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

Alternative 1: Mill and Resurface and ADA Curb Ramps – Alternative 1 would consist of Milling 1.5 inches of HMA and replacing it with 1.5 inches HMA Surface Course. This alternate would also include updating curb ramps to meet ADA standards. This alternative would not address curb condition, sidewalk condition, travel way cross slope, narrow shoulders, nor would it address any drainage issues that exist along the corridor. Alternative 1 is not recommended because by not addressing the poor pavement subgrade, and poor roadway drainage (in some areas) it does not provide a solution to the poor pavement condition through the corridor.

Alternative 2: No Build –The No Build alternative was considered and dismissed, as this alternative would not address the poor pavement, drainage and pedestrian facilities along SR 252.

No other alternatives were considered.

The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe):

X
X

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway	<u>SR 252 from US 31 to River Road</u>			
Functional Classification:	<u>Urban State Collector</u>			
Current ADT:	<u>5,540</u>	VPD (2018)	Design Year ADT:	<u>6,850</u> VPD (2043)
Design Hour Volume (DHV):	<u>645</u>	Truck Percentage (%)	<u>0.98%</u>	
Designed Speed (mph):	<u>40</u>	Legal Speed (mph):	<u>40</u>	

	Existing		Proposed	
Number of Lanes:	3		3	
Type of Lanes:	2 through travel 1 left turn at US 31		2 through travel 1 left turn at US 31	
Pavement Width:	24 - 40	ft.	24 - 40	ft.
Shoulder Width:	0 - 3	ft.	4	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	ft.

Setting: ☒ Urban
Topography: ☒ Level

☐ Suburban
☐ Rolling

☐ Rural
☐ Hilly

Name of Roadway	<u>SR 252 from River Road to Lincoln Street</u>			
Functional Classification:	<u>Urban State Collector</u>			
Current ADT:	<u>5,540</u>	VPD (2018)	Design Year ADT:	<u>6,850</u> VPD (2043)
Design Hour Volume (DHV):	<u>645</u>	Truck Percentage (%)	<u>0.98%</u>	
Designed Speed (mph):	<u>30</u>	Legal Speed (mph):	<u>30</u>	

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Existing			Proposed		
Number of Lanes:	2		2		
Type of Lanes:	Through travel		Through travel		
Pavement Width:	20	ft.	24	ft.	
Shoulder Width:	0 - 2	ft.	0	ft.	
Median Width:	0	ft.	0	ft.	
Sidewalk Width:	2 - 4	ft.	6	ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway SR 252 from Lincoln Street to St. Andrews Avenue
 Functional Classification: Urban State Collector
 Current ADT: 4,820 VPD (2018) Design Year ADT: 5,880 VPD (2043)
 Design Hour Volume (DHV): 563 Truck Percentage (%) 8.99%
 Designed Speed (mph): 40 - 45 Legal Speed (mph): 40 - 45

Existing			Proposed		
Number of Lanes:	2		2		
Type of Lanes:	Through travel		Through travel		
Pavement Width:	20	ft.	24	ft.	
Shoulder Width:	0 - 15	ft.	4	ft.	
Median Width:	0	ft.	0	ft.	
Sidewalk Width:	0	ft.	4	ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): CV 252-041-29.94 Sufficiency Rating: 6, Culvert Inspection Report, dated March 2, 2021
 (Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	3-sided concrete culvert (flat or arch type)		3-sided coated reinforced concrete box culvert		
Number of Spans:	1		1		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	N/A	ft.	N/A	ft.	
Outside to Outside Width:	N/A	ft.	N/A	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	

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Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

This undertaking includes the removal of the existing 3-sided concrete culvert (CV 252-041-29.94) on SR 252, approximately 550 ft. east of CR 800 E. (Appendix B, page B-116. The existing culvert will be replaced with a 3-sided coated reinforced concrete box culvert (42 ft. in length x 5 ft. span x 4 ft. rise). There are no other bridges or small structures associated with this project.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe below)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	X	
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	X	

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require a detour utilizing US 31 and I-65 adding 5.9 miles for the traveling public.

The project will be constructed utilizing phased construction.

Phase 1A will begin southeast of the bridge over Big Blue River through Pleasant Street (Appendix B, pages B-83 to B-84).

Phase 1B will begin east of Pleasant St. to the Louisville & Indiana Railroad (Appendix B, pages B-85 to B-86).

Phase 2A will begin southeast of the Louisville & Indiana Railroad to east of Kyle St. (Appendix B, pages B-87 to B-88).

Phase 2B will begin east of Kyle St. to Lincoln St. (Appendix B, pages B-89 to B-90).

Phase 2C will be the culvert replacement on SR 252, approximately 550 ft. east of CR 800 E. (Appendix B, page B-91).

Advanced signage will be utilized through all phases. Access to all drives will be maintained. Existing sidewalks will be closed during each phase and a pedestrian detour will be established. Flaggers will be used where necessary.

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 and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 400,000 (2018) Right-of-Way: \$ 1,780,000 (2020) Construction: \$ 6,392,997 (2024)

Anticipated Start Date of Construction: October 2024

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.82	0.88
Commercial	0.38	0.30
Agricultural - grass	0.16	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other: Industrial	0.35	0.13
Other: Institutional	0.11	0.01
TOTAL	2.82	1.32

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, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing right-of-way (ROW) varies throughout the project limits along SR 252. From US 31 to Eisenhower Dr., the existing ROW varies from 9 ft. to 26 ft. along the north side of SR 252 and 13 ft. to 26 ft. along the south side of SR 252. From Eisenhower Dr. to Lincoln St. the existing ROW varies from edge of pavement to 11 ft. along the north side of SR 252 and edge of pavement to 11 ft. along the south side of SR 252. From Lincoln St. to 0.18 mile west of I-65, the existing ROW varies from 6 ft. to 67 ft. along the north side of SR 252 and edge of pavement to 31 ft. along the south side of SR 252. The existing ROW consists of grass and trees.

From US 31 to Eisenhower Dr. all work will take place in existing ROW (Appendix B, pages B-92 to B-97). The project requires approximately 2.82 acres of permanent ROW along SR 252 for road widening, tree removal, sidewalk and curb construction, and grading, from Eisenhower Dr. to approximately 100 ft. east of the culvert replacement, of which 1.82 acres is residential, 0.38 acre is commercial, 0.16 acre is agricultural-grass, 0.35 acre is industrial, and 0.11 acre is institutional land use (Appendix B, pages B-117 to B-128). The project also requires approximately 1.32 acres of temporary ROW along SR 252 for driveway reconstruction and grading, from Eisenhower Dr. to Lincoln St., of which 0.88 acre is residential, 0.30 acre is commercial, 0.13 acre is industrial, and 0.01 acre is institutional land use (Appendix B, pages B-117 to B-127). Approximately 1.96 acres of permanent ROW will be reacquired in order to establish clear title from Eisenhower Dr. to Lincoln St. (Appendix B, pages B-117 to B-127). Lastly, approximately 0.11 acre of perpetual easement will be acquired to install the storm sewer outfall (Appendix B, page B-115).

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.

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

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource 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.

Early coordination letters were sent on May 17, 2018, May 21, 2018, and June 19, 2018, Appendix C, pages C-1 to C-4.

Agency	Date Sent	Date Response Received	Appendix
Indiana Geological and Water Survey	May 17, 2018	May 17, 2018	C-42 to C-44
INDOT Office of Aviation	May 17, 2018	May 29, 2018	C-53
National Parks Service	May 17, 2018	None Received	N/A
IDNR-DFW	May 17, 2018	June 15, 2018	C-9 to C-11
U.S. Department of Housing & Urban Development	May 17, 2018	None Received	N/A
IDEM Roadway Letter	May 17, 2018	Did not receive signed letter. No longer required	N/A

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Agency	Date Sent	Date Response Received	Appendix
Natural Resources Conservation Service	May 17, 2018	June 6, 2018	C-51
INDOT Office of Public Involvement	May 17, 2018	None Received	N/A
USACE Louisville District	May 17, 2018	None Received	N/A
Johnson County Engineer	May 17, 2018	None Received	N/A
Johnson County Highway Department	May 17, 2018	None Received	N/A
Johnson County Commissioners	May 17, 2018	None Received	N/A
Shelby County Surveyor	May 17, 2018	None Received	N/A
Shelby County Highway Department	May 17, 2018	None Received	N/A
Shelby County Commissioners	May 17, 2018	None Received	N/A
IDEM Wellhead Proximity Determinator	May 17, 2018	May 17, 2018	N/A
FHWA	May 17, 2018	None Received	N/A
Edinburgh Water Utility	May 21, 2018	None Received	N/A
Grace Tabernacle	June 22, 2018	None Received	N/A

Coordination letter was sent on June 19, 2018, Appendix C, page C-5.

Agency	Date Sent	Date Response Received	Appendix
MS4 Coordinator	June 19, 2018	None Received	N/A

Re-coordination letters were sent on March 30, 2021, Appendix C, pages C-6 to C-8.

Agency	Date Sent	Date Response Received	Appendix
IDNR-DFW	March 30, 2021	April 28, 2021	C-12 to C-15
U.S. Fish & Wildlife Service	March 30, 2021	None Received	N/A
INDOT Seymour District	March 30, 2021	None Received	N/A
Natural Resources Conservation Service	March 30, 2021	April 19, 2021	C-52

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

Federal Wild and Scenic Rivers
 State Natural, Scenic or Recreational Rivers
 Nationwide Rivers Inventory (NRI) listed
 Outstanding Rivers List for Indiana
 Navigable Waterways

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: 125 Linear feet Total impacted stream(s): 60 Linear feet

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Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Big Blue River	Perennial	95	0	This river flows from northeast to southwest through the western portion of the project area and is likely a Water of the U.S. (Appendix F, pages F-11, F-44, and F-45).
Unnamed Tributary (UNT) to Big Blue River	Perennial	30	0	This stream flows from northwest to southeast through a western portion of the project area, north of SR 252, and is likely a Water of the U.S. (Appendix F, pages F-12, F-43, and F-44).

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 to B-4), and the Red Flag Investigation (RFI) report (Appendix E, pages E-3 and E-8), there are seven streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are two streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area. That number (within the project area only) was updated by the site visits on April 10, May 14, and August 9, 2019 by Metric.

There is one National Parks Service National Rivers Inventory stream, Big Blue River, located within the project area. No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers; or navigable waterways are present within the project area.

Big Blue River flows from northeast to southwest through a western portion of the project area. The Big Blue River exhibits a significant nexus with the East Fork White River, a Section 10 Traditional Navigable Water (TNW); therefore, Big Blue River should be considered a jurisdictional Water of the U.S. The ordinary high-water mark (OHWM) of Big Blue River was an average of 95 ft. wide and 4.5 ft. deep within the study limits. An in-stream island was observed in the river. The dominant stream substrate consisted of boulder, cobble, gravel, sand, and artificial substrate. Bedrock substrate was observable outside the study limits. In-stream cover present included overhanging vegetation, shallows in slow water, rootwads, boulders, and logs and other woody debris. Riffles and pools were present in the stream and a dam was observed just approximately 230 ft. upstream of the study limits. Low sinuosity, fast current velocity, and little erosion was observed during the site visit. Fish were observed during the site visit. The river qualities discussed herein contribute to this river being classified as excellent quality. No permanent or temporary impacts are planned within the Big Blue River; therefore, no impact is expected (Appendix B, pages B-2, B-3, B-96, B-97, B-115, and Appendix F pages F-18 and F-44).

UNT to Big Blue River flows from northwest to southeast through a western portion of the project area, north of SR 252. UNT to Big Blue River flows southeast into Big Blue River, a jurisdictional Water of the U.S. Therefore, UNT to Big Blue River should be considered a jurisdictional Water of the U.S. The OHWM was an average of 30 ft. wide and 1.0 ft. deep within the study limits. The dominant stream substrate consisted of muck and silt. Instream cover present included woody debris. Low sinuosity, slow current velocity, and little erosion were observed during the field reconnaissance. The stream qualities discussed herein contribute to this stream being classified as average quality. No permanent or temporary impacts are planned within UNT to Big Blue River; therefore, no impact is expected (Appendix B, pages B-2, B-3, B-96, and Appendix F pages F-18 and F-44).

Two stream segments associated with the Big Blue River intersect or adjoin the project area and are listed as impaired with *E.coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT ESD Ecology and Waterway Permitting Office (EWPO) on February 7, 2020. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that two streams, Big Blue River and UNT to Big Blue River, are present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

The IDNR-DFW responded to the early coordination and re-coordination letters on June 15, 2018 and April 28, 2021, respectively, with recommendations regarding dewatering activities, structure work, bank stabilization, minimizing in-channel disturbance, and erosion/sediment control devices (Appendix C, pages C-9 to C-15).

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The project qualifies for programmatic coordination as outlined in the USFWS *Interim Policy for the Review of Highway Transportation Projects in the State of Indiana* (Interim Policy) (2013). USFWS recommends avoiding work within the stream during fish spawning season, evaluating wildlife crossings under culverts, minimizing the extent of riprap, and restricting below low-water work.

All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	☐	☐	☐
Lakes	☐	☐	☐
Farm Ponds	☐	☐	☐
Retention/Detention Basin	☐	☐	☐
Storm Water Management Facilities	☐	☐	☐
Other: _____	☐	☐	☐

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages B-3 and B-4), and the RFI report (Appendix E, pages E-3 and E-8), there are ten open water features within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visits on April 10, May 14, and August 9, 2019 by Metric.

Six roadside ditches (RSDs) were identified within the study limits during the site visits on April 10, May 14, and August 9, 2019 by Metric. The RSDs were vegetated swales dominated by upland vegetation and no OHWM was observed in any of these features, so they are likely non-jurisdictional (Appendix F, pages F-56 to F-57 and F-60 to F-63)

It is anticipated that the entirety of the RSDs will be impacted due to grading. As the features are likely non-jurisdictional, no permits for these impacts are anticipated, and no mitigation will be required.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT ESD EWPO on February 7, 2020. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that six likely non-jurisdictional RSDs are present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

Recommendations regarding open water features were not included in any of the early coordination responses.

Wetlands	Presence	Impacts	
		Yes	No
	☒	☐	☒

Total wetland area: 0.01 Acre(s) Total wetland area impacted: 0.004 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 (i.e. location, likely Water of the US, appendix reference)
Wetland A	Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A)	0.01	0.004	Wetland A is located north of SR 252, along the eastern streambank of Big Blue River and is likely a Water of the U.S. (Appendix F, pages F-7, F-8, F-45, and F-46).

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Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

February 7, 2020
February 7, 2020

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.

X

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, pages E-3 and E-8), there are 43 wetlands within the 0.5-mile search radius. That number (within the study limits only) was updated during the site visits on April 10, May 14, and August 9, 2019 by Metric. There is one wetland present within or adjacent to the project area.

Wetland A was classified as PFO1A wetland. This wetland was located north of SR 252, along the streambank of Big Blue River. Wetland A likely receives flood waters on a consistent basis during rain events due to its location. Wetland A is hydrologically connected to the Big Blue River, which exhibits a significant nexus with East Fork White River, a Section 10 TNW; therefore, Wetland A should be considered a jurisdictional Water of the U.S. Wetland A was adjacent to upland forest and residential property and likely receives run-off from these sources. The wetland also exhibited average plant species diversity and was forested. These factors contribute to the conclusion that the wetland can support an average amount of wildlife or aquatic habitat, and therefore be considered of average quality (Appendix B, page B-115 and Appendix F, pages F-44 to F-46).

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT ESD EWPO on February 7, 2020. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one wetland, Wetland A, is present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

Approximately 0.004 acre of Wetland A will be impacted by this project due to the placement of riprap at the outlet of the newly installed storm sewer outlet pipe. Less than 0.10 acre of wetland will be impacted; therefore, mitigation will not be required.

There were no applicable recommendations regarding wetlands in any of the early coordination responses.

Terrestrial Habitat

Presence

X

Impacts

Yes	NO
X	

Total terrestrial habitat in project area: 1.804 Acre(s) Total tree clearing: 0.914 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on April 10, May 14, and August 9, 2019 by Metric, the aerial map of the project area (Appendix B, pages B-3 to B-4), there are tree, sapling/shrub, and herb stratum terrestrial habitat. The dominant species present within the project study limits include White ash (*Fraxinus americana*), Honey locust (*Gleditsia triacanthos*), River birch (*Betula nigra*), Silver maple (*Acer saccharinum*), American elm (*Ulmus americana*), Hackberry (*Celtis occidentalis*), and Eastern cottonwood (*Populus deltoides*) in the tree stratum, Silver maple (*Acer saccharinum*), Gray dogwood (*Cornus racemosa*), Boxelder maple (*Acer negundo*), American elm (*Ulmus americana*), Amur honeysuckle (*Lonicera maackii*), Elder (*Sambucus nigra*), White ash (*Fraxinus americana*), and White mulberry (*Morus alba*) in the sapling/shrub stratum, and Giant goldenrod (*Solidago gigantea*), Swamp

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smartweed (*Persicaria hydropiperoides*), Smallspike false nettle (*Boehmeria cylindrica*), Red fescue (*Festuca rubra*), Kentucky bluegrass (*Poa pratensis*), and Reed canary grass (*Phalaris arundinacea*) in the herb stratum.

The proposed project will remove ten trees (0.9 actual acreage) along SR 252, between Eisenhower Dr. and approximately 200 ft. east of E. Center Cross St. The trees will be removed within 0 to 100 ft. from edge of pavement during the inactive season October 1, 2023 to March 31, 2024, for installation of sidewalks (Appendix B, pages B-195 to B-201). Four trees (0.014 actual acreage) are planned to be removed in Johnson County, within 100 and 300 ft. from the edge of pavement, during the inactive season of October 1, 2023 to March 31, 2024, for the installation of a storm sewer outfall (Appendix B, page B-115). The dominant tree species to be removed is Maple (*Acer*).

Mitigation will be required for the tree removal between 100 and 300 ft. from edge of pavement. The mitigation calculation is as follows (0.014 actual acreage of tree removal) x (1.75 mitigation ratio for Johnson County) x (\$9,354 current dollar amount for IN) = \$229.17. Tree Removal Avoidance and Minimization Measures (AMMs) were accepted as part of coordination with USFWS and are included as firm commitments on the project.

Approximately 0.29 acre of grass will be impacted on the south side of SR 252, from Eisenhower Dr. to Pleasant St, for the construction of 6 ft. wide sidewalks, curbs and curb ramps. Approximately 0.34 acre of grass will be impacted on the north and south sides of SR 252, from Pleasant St. to Lincoln St., for the construction of 6 ft. wide sidewalks, curbs and curb ramps. Approximately 0.26 acre of grass will be impacted on the south side of SR 252, from Lincoln St. to CR 800 E., for the construction of 5 ft. wide sidewalks, curbs, and curb ramps. Please see Appendix B, pages B-117 to B-127, B-130 to B-166, and B-176 to B-180.

IDNR-DFW responded on June 15, 2018 and April 28, 2021 with recommendations to not cut any trees suitable for Indiana bat or Northern long eared bat roosting from April 1 through September 30 (Appendix C, pages C-9 to C-15). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
Section 7 informal consultation completed (IPaC cannot be completed)
Section 7 formal consultation Biological Assessment (BA) required

Yes	No
☒	☐
☒	☐
☐	☒

Determination Received for Listed Bats from USFWS: NE ☐ NLAA ☐ LAA ☒

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
☐	☒
☒	☐

Migratory Birds

Known usage or presence of birds (i.e. nests)
State bird species based upon coordination with IDNR

Yes	No
☐	☒
☐	☒

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, page E-6), completed by Metric on June 19, 2018, the IDNR Johnson and Shelby Counties Endangered, Threatened and Rare (ETR) Species Lists have been checked. According to the IDNR-DFW early coordination response letters dated June 15, 2018 and April 28, 2021 (Appendix C, pages C-9 to C-15), the Natural Heritage Program's Database has been checked. IDNR-DFW indicated that the Division of Fish and Wildlife's Driftwood Public Fishing Area is located within 0.5 mile southwest of the westernmost portion of the project area. Also, the Little Spectaclecase (*Villosa lienosa*), a state species of special concern, has been documented in Big Blue River within the project area. As long as no work takes place within the Big Blue River and standard erosion control measures are implemented, they do not foresee any impacts to the Little Spectaclecase as a result of this project. An INDOT 0.5 mile bat review occurred on March 19, 2021. Indiana bat (*Myotis sodalis*) captures were found within the 0.5 mile search radius.

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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-16 to C-22). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualified and completed *Limited Formal Programmatic Consultation* for the Indiana bat and northern long-eared bat (NLEB) due to tree clearing 100 to 300 ft. from the existing roadway. A culvert inspection occurred on May 4, 2021, by Metric. No indications of bats were seen or heard (Appendix C, page C-23). An effect determination key was completed on May 4, 2021, and based on the responses provided, the project was found to "may affect – likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, pages C-24 to C-37). Proposed impacts have been minimized by removing the minimal amount of trees and cannot be avoided due to installation of the storm sewer outfall to the Big Blue River.

INDOT verified the effect finding and submitted to USFWS on May 11, 2021. On May 12, 2021, USFWS issued a concurrence letter with the "likely to adversely affect" finding (Appendix C, pages C-38 to C-41). The following applicable AMM's will be followed:

- Tree Removal AMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
- Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season.
- Lighting AMM2: 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.
- 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).
- 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.

Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Additionally, a "Reinitiation Notice" is required if: more than 0.014 acre of suitable habitat is to be cleared; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements, and the Avoidance and Minimization Measures (AMMs) from the Project Submittal Form, are included as firm commitments for this project.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016 *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB*. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be \$229.17. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Johnson County, and the compensatory price per acre; 0.014 acre X 1.75 X \$9,354.

A culvert inspection occurred on May 4, 2021, by Metric. No indications of bats were seen or heard (Appendix C, page C-23). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after May 4, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this 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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Geological and Mineral Resources

Project located within the Indiana Karst Region
 Karst features identified within or adjacent to the project area
 Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
☐	☒
☐	☒
☐	☒

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page B-2), the RFI report (Appendix E, page E-3), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 17, 2018, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C-42 to C-44). IGWS also indicated that geological hazards include a high liquefaction potential and floodway; mineral resources include high potential for bedrock resources and sand and gravel resources; and there are no active or abandoned mineral resources extraction sites documented in the area. The features will not be affected because excavation will be less than 10 ft. Response from IGWS has been communicated with the designer on May 17, 2018. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area(s)
 Source Water Protection Area(s)
 Water Well(s)
 Urbanized Area Boundary
 Public Water System(s)

Presence

☒
☐
☒
☒
☒

Impacts

Yes	No
☐	☒
☐	☒
☐	☒
☒	☐

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
☐	☒
☐	☐
☐	☐

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

The project is located in Johnson and Shelby Counties, which are 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/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/ idem/ cleanwater/pages/wellhead/>) was accessed on May 17, 2018 by Metric. This project is located within a Wellhead Protection Area. In an early coordination letter dated May 18, 2018, IDEM stated the project is located within Edinburg Water Utility Wellhead Protection Area (Appendix C, page C-45). On May 21, 2018, Metric sent the early coordination letter to Edinburg Water Utility. Edinburg Water Utility did not respond.

The following Storm Water Quality commitment retrieved from the IDEM *Wellhead Protection Provisions Included in Indiana Statute, Rule and Non-Rule Policy* should be followed:

- Infiltration practices will not be allowed in wellhead protection areas.

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The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 2, 2022 by Metric. There are water wells located near the project limits. The features will not be affected because the wells are located outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on the RFI approved by INDOT SAM on June 19, 2018, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on June 19, 2018, to the Town of Edinburgh MS4 Coordinator (Appendix C, page C-5). The MS4 coordinator did not respond within the 30-day time frame.

Based on a desktop review, site visits on April 10, May 14, and August 9, 2019 by Metric, and the 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 either be relocated or lowered to avoid conflict with the proposed road improvements. Early coordination letter was sent on November 19, 2019 to the Town of Edinburgh Water Utility. A representative from the water utility responded that areas where the 4 inch and 12 inch water mains exist, parallel to each other, the 4 inch main will be retired in place and the existing 12 inch main will be relocated, if necessary, due to road improvement conflicts. Additionally, new 12 inch and 8 inch water mains, fire hydrants, valves, and services will be installed. At this time, the location of the new facilities is still being determined. The work plan will be revised to reflect the new location of the water main and its facilities (Appendix C, pages C-46 to C-48).

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Floodplains			
Project located within a regulated floodplain	☒	☐	☒
Longitudinal encroachment	☒	☐	☒
Transverse encroachment	☐	☐	☐
Homes located in floodplain within 1000' up/downstream from project	☐	☐	☐

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☒ Level 4 ☐ Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) by Metric on February 2, 2022, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page B-78). An early coordination letter was sent on February 10, 2022, to the local Floodplain Administrator. The floodplain administrator responded on February 11, 2022 that they have reviewed the plans for this project and they have no comments or concerns with the planned excavation within the floodway where the storm sewer outfall is planned to be installed. (Appendix C, pages C-49 to C-50).

This project qualifies for a general license under Administrative Rule 312 IAC 10-5 that applies to outfall structures; therefore, a construction in a floodway permit will not be required.

This project qualifies as a Category 3 per the current INDOT CE Manual, which states the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

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Farmland

Agricultural Lands

Prime Farmland (per NRCS)

Presence

X

Impacts

Yes

No

X

Total Points (from Section VII of CPA-106/AD-1006*) _____

**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, site visits on April 10, May 14, and August 9, 2019 by Metric, the aerial map of the project area (Appendix B, page B-3), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland because the farmland is not located within the construction limits. An early coordination letter was sent on May 17, 2018 to Natural Resources Conservation Service (NRCS). On June 6, 2018, the NRCS responded that they will not be able to determine if the farmland will be impacted due to a lack of site specific information (Appendix C, page C-51).

A re-coordination letter was sent to NRCS March 30, 2021, On April 19, 2021, the NRCS responded that this project will not cause a conversion of prime farmland (Appendix C, page C-52). No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA

Category(ies) and Type(s)

INDOT Approval Date(s)

N/A

☒

Full 106 Effect Finding

No Historic Properties Affected

☐

No Adverse Effect

☒

Adverse Effect

☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s)

☒

Archaeology

☐

NRHP Bridge(s)

☐

Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination

☒

800.11 Documentation

☒

Historic Properties Report or Short Report

☒

Archaeological Records Check and Assessment

☒

Archaeological Phase Ia Survey Report

☒

Archaeological Phase Ic Survey Report

☐

Other: Two Addendums to the Archaeology Phase Ia Report

☒

ESD Approval Date(s)

4/24/2018 and 1/3/2020

3/1/2021 and 1/19/2022

4/24/2018

12/12/2018

12/12/2018

1/3/2020 and 1/20/2022

SHPO Approval Date(s)

5/25/2018 and 2/4/2020

3/29/2021 and 2/21/2022

5/25/2018

3/5/2019

3/5/2019

2/4/2020 and 2/21/2022

Memorandum of Agreement (MOA)

☐

MOA Signature Dates (List all signatories)

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

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 INDOT to evaluate the effects of its undertakings on properties that are listed on or eligible for listing on the National

This is page 17 of 32 Project name: Pavement Replacement Date: March 30, 2022

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Register of Historic Places (NRHP). The following information summarizes the steps INDOT took to identify the cultural resources listed on or eligible for listing on the NRHP and the expected impacts the proposed project would have on those resources.

Area of Potential Effect (APE):

Qualified professionals working for Green 3, LLC, (Green 3) now SJCA, Inc. (SJCA) and meeting the *Secretary of the Interior's Professional Qualification Standards* defined the APE (Appendix D, page D-26 to D-28 and D-35 to D-37). The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist, as defined by 36 CFR Section 800.16(d). The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Urban development limited the APE within Edinburgh. Originally, at its widest point, the APE extends approximately 1,400 ft.; at its narrowest, the APE extends approximately 50 ft.

The APE was modified since the distribution of the 2021 "No Adverse Effect" finding. This change was made to accommodate the relocation of the four properties at 308 W. Center Cross St., 113 W. Center Cross St., 308 Shelby St., and 401 N. Grant St. These relocations are necessary due to the realignment and widening of the roadway. The revised APE has been expanded approximately 210 ft. north behind 308 W. Center Cross St.; approximately 150 ft. south down N. Main St. adjacent to 113 W. Center Cross St.; and approximately 90 ft. west along Shelby St. behind 401 N. Grant St. See Appendix D, pages D-26 to D-29 of the revised APE.

Coordination with Consulting Parties:

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires Federal Agencies, or their representatives, to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c) and the *INDOT Cultural Resources Manual*, consulting parties were invited to participate in efforts to identify historic properties potentially affected by this undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. On May 1, 2018, sixteen potential consulting parties were invited via e-mail to view the early coordination letter and Historic Property Report on the Indiana Section 106 Consultation and Outreach Portal Enterprise (INSOPE). The following agencies and organizations were invited to be Consulting Parties for the project on May 1, 2018. Four organizations accepted the invitation (Appendix D, pages D-63 to D-70).

Invited Consulting Party	Accepted/Declined Invitation
Indiana Landmarks, Central Office	Accepted - February 6, 2020
Johnson County Historical Society/Museum	No Response
Indianapolis Metropolitan Planning Organization	No Response
Johnson County Commissioners	No Response
Shelby County Board of Commissioners	No Response
Shelby County Historical Society	No Response
Shelby County Genealogical Society	No Response
Town of Edinburgh, Town Manager	Accepted – May 30, 2018
Town of Edinburgh, Street Superintendent	No Response
Eastern Shawnee Tribe of Oklahoma	No Response
Miami Tribe of Oklahoma	Accepted – May 10, 2018
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	No Response
Lyman and Corbalou Snyder*	Accepted – January 3, 2020
Patrick W. Black**	No Response
Norman Richard and Lydia Ann Barnett***	No Response

*property owners of John and Mary Thompson House, 106 N. Pleasant St.

**property owner of Martin Cutsinger Grain Elevator Complex, 101 Shelby St./305 E. Center Cross St.

***property owners of Thompson Dam, located east of the SR 252 bridge over the Big Blue River

INDOT Cultural Resources Office (CRO), IDNR State Historic Preservation Officer (SHPO), and FHWA are automatic consulting parties.

On May 10, 2018, the Miami Tribe of Oklahoma sent a letter accepting the invitation to serve as a consulting party for the proposed project. They offered no objection to the project (Appendix D, page D-71).

On May 25, 2018, the SHPO responded to the early coordination letter, stating that they were unaware of any parties who should be invited to participate in the Section 106 consultation on this project, beyond those whom INDOT had already invited. SHPO stated that the APE appeared appropriate for a project of this nature and size. They also agreed with the conclusions drawn in the HPR concerning the NRHP eligibility of the John and Mary Thompson House (#081-181-44030) and the Thompson Dam (#081-181-

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40018). As for the Martin Cutsinger Grain Elevator Complex (#081-181-G13), SHPO agreed it was eligible for listing in the NRHP under Criterion A. However, SHPO disagreed with the downgrading of the house at 219 Kyle Street (IHSSI #081-181-44003) from Notable to Contributing. SHPO maintained that the home was Notable, since further research may reveal that the property is eligible for NRHP listing. In conclusion, SHPO stressed the need to assess adverse effects that the project may have on these historic structures, especially whether any ROW would be taken from these historic properties (Appendix D, pages D-72 to D-73).

On May 30, 2018, the Edinburgh Town Manager accepted consulting party status (Appendix D, page D-74). The town manager indicated that they had established a Citizen's Committee to investigate the town's collective interests for the improvements they would like to see in the project. This committee included residents and businesses with property adjacent to the project area, as well as representatives from both the Town Council and the Town of Edinburgh Utility group. The town manager attached a copy of a report created by this Citizen's Committee. Please see Appendix D, pages D-75 to D-82 for a full copy of this report.

On February 6, 2020, Indiana Landmarks requested consulting party status and requested additional time to digest information related to the project, since they would become a consulting party relatively late in the process. On February 10, 2020, after additional time was granted by the consultant, Indiana Landmarks stated that they had reviewed all information and had no additional comments to make at that time (Appendix D, pages D-102 to D-103).

Archaeology:

An Archaeological Records check reviewing the State Historical Architectural and Archaeological Research Database (SHAARD), site maps on file with the IDNR, Division of Historic Preservation and Archaeology (DHPA), cultural resource management reports, cemetery records and historical data was completed by Green3, LLC.

As a result of the field survey, no archaeological resources were identified within the project area and it was recommended that the project be allowed to proceed as planned. No further work is recommended for the project.

The *Phase Ia Archaeological Short Report* was completed by Green 3 on November 30, 2018, a portion of which is located in Appendix D, pages D-122 to D-123. On December 12, 2018, INDOT CRO notified Miami Tribe of Oklahoma how to retrieve the archaeology short report from IN SCOPE for their review (Appendix D, page D-83).

The SHPO received the *Phase Ia Archaeological Short Report* on February 4, 2019. In a letter, dated March 5, 2019, the SHPO indicated that they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and they concur with the opinion of the archaeologist that no further archaeological investigations appear necessary at this project location. If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to IDNR-DHPA within two (2) business days (Appendix D, pages D-84 to D-85). No other comments were received from the other consulting party.

An addendum to the *Phase Ia Archaeological Short Report* dated November 30, 2018, was completed by Green 3 on November 13, 2019. The purpose of the addendum was to include a proposed storm sewer outlet in the western section of the project area.

The literature review indicated that the area along SR 252 was surveyed during the original study. No other portion of the addendum area had been professionally examined. An undated archaeological records review determined that no archaeological sites, cemeteries, or NRHP properties have been recorded either in or within 100 ft. of the proposed area.

The field investigation documented one site (12-Jo-0729). The site was comprised of an isolated find that was located on the edge of a terrace. The artifact was non-diagnostic; consequently, the cultural/temporal affiliation of the site was not determined. It is recommended that the site is not eligible for placement on the NRHP under Criterion D, and that no further archaeological work needs to be undertaken in the addendum area. A portion of the addendum is located in appendix D, pages D-124 to D-125.

On January 3, 2020, INDOT CRO notified Miami Tribe of Oklahoma how to retrieve the addendum to the archaeology short report from IN SCOPE for their review (Appendix D, page D-87).

The SHPO received the *Addendum to the Phase Ia Archaeological Short Report* on January 6, 2020. In a letter, dated February 4, 2020, the SHPO indicated that they concur with the opinion of the archaeologist, that there is insufficient information regarding archaeological site 12-Jo-0729 to determine whether it is eligible for inclusion in the NRHP. However, they concur with the opinion of the archaeologist that the portions of site 12-Jo-0729 that lie within the proposed project area are unlikely to contain intact archaeological deposits; and that no further archaeological investigations of these portions of 12-Jo-0729 appear necessary. The portions of site 12-Jo-0729 that lie outside of the proposed project area should be clearly marked and must be avoided by all ground-disturbing activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the

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IDNR-DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) (Appendix D, pages D-100 to D-101). No other comments were received from the other consulting party.

A second addendum to the *Addendum to the Phase Ia Archaeological Short Report* dated November 13, 2019, was completed by SJCA on January 20, 2022. The purpose of the second addendum was to include the four properties proposed to be relocated at 308 W. Center Cross St., 113 N. Main St., 308 Shelby St., and 401 N. Grant St. (Appendix D, page D-25).

The records review indicated that except for the original survey, no professional investigations have traversed, and no archaeological sites have been previously recorded either in or immediately adjacent to the second addendum survey areas. No NRHP listed properties/districts or cemeteries have been reported either in or within 100 ft. of the second addendum survey area.

The field investigation documented three previously unrecorded sites (12-Jo-0757, to 12-Jo-0759). The sites consisted of a 20th century historic scatter/prehistoric isolated find (12-Jo-0757), a historic scatter associated with two 19th century dwellings (12-Jo-0758), and a 20th century historic scatter (12-Jo-0759).

While it is recognized that further work on these sites could yield additional artifacts, it is believed that neither the work nor the artifacts would provide data that would increase the knowledge of the history/prehistory of this area; therefore, all three sites fail to meet the minimum criteria for placement in the NRHP. No further work is recommended on these three sites. A portion of the second addendum is located in appendix D, pages D-126 to D-127.

On January 21, 2022, INDOT CRO notified Miami Tribe of Oklahoma how to retrieve the second addendum to the archaeology short report from IN SCOPE for their review (Appendix D, page D-119).

The SHPO received the *Second Addendum to the Phase Ia Archaeological Short Report* on January 21, 2022. In a letter, dated February 21 2022, the SHPO indicated that they concur with the opinion of the archaeologist, as expressed in the archaeological report, that archaeological sites 12-Jo-0757, 12-Jo-0758, and 12-Jo-0759 (all of which were identified during the recent archaeological investigations) do not appear eligible for listing in the NRHP, and that no further archaeological investigations of the latest additions to the proposed project area appear necessary (Appendix D, pages D-1 to D-3). No other comments were received from the other consulting party.

Historic Properties:

Green 3 now SJCA conducted a Historic Properties Investigation, which included reviewing the NRHP, the Indiana Historic Buildings, Bridges, and Cemeteries Map, showing the results of the Indiana Historic Sites and Structures Inventory (IHSSI), Indiana Register of Historic Sites and Structures (State Register), and the Johnson County Interim Report (1985). There are no Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscapes Survey (HALS) resources identified within the vicinity of the project. The *Indiana Historic Bridge Inventory, Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by M & H Architecture, Inc. was reviewed. No historic bridges were identified within the APE.

A field survey was conducted on February 14, 2018, by a qualified professional historian from Green 3, to identify the above-ground resources within the APE that are at least 50 years of age, or that will be at least 50 years of age at the time of the project letting, which was 2022 at that time. Three resources were recommended eligible for listing in the NRHP; J. A. Thompson House, IHSSI #081-181-44030; Thompson Dam (IHSSI #081-181-40018); and the Martin Cutsinger Grain Elevator Complex (#081-181-G13). The executive summary of the Historic Property Report is located in Appendix D, pages D-120 to D-121.

Three resources are recommended eligible for the NRHP within the APE include:

John and Mary Thompson House (referred to in the Indiana Historic Sites and Structure Inventory (IHSSI) as the J.A.

Thompson House, IHSSI #081-181-44030): The J.A. Thompson House, 106 N. Pleasant St., is an Italian Villa-style house, built c. 1865. A barn, gazebo, and stone walls are also associated with the property. A remarkable example of the Italian Villa architectural style, the home was first owned by John Alexander Thompson, nephew of the Town of Edinburgh's proprietor. Thompson, local miller and owner of Thompson's Mill by 1870, purchased the land on which the home was built in 1867. By 1874, Thompson had become an influential banker. The home's style was popularized by architect Alexander Jackson Davis in the 1840s and served to showcase Thompson's wealth and influence. The Thompson family hosted two Indiana governors in the home as well as President Benjamin Harrison before Thompson's death in 1886. It is recommended eligible for listing in the NRHP under Criterion B for its association with John Alexander Thompson, a significant businessman in Edinburgh and Indiana writ large, and under Criterion C for its embodiment of significant characteristics of the Italian Villa architectural style.

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Thompson Dam (IHSSI #081-181-40018) is a stacked and mortared limestone low head dam configured in a slight arc across the Big Blue River. The dam is what is colloquially referred to as a “run-of-river” dam, since the dam spanned the entirety of the river. Dams of this style were commonly constructed in the nineteenth century to power grist mills. Construction began in 1884 and was one of the first stone dams in the Midwest. It is recommended eligible for listing in the NRHP under Criterion C since the dam, a significant feat of engineering when constructed in 1884, and is still intact.

Martin Cutsinger Grain Elevator Complex, 101 Shelby St./305 E. Center Cross St. (not previously surveyed, assigned #081-181-G13), was constructed in 1915 by Martin Cutsinger, a businessman in the town of Edinburgh, to replace a former wooden elevator. The complex possesses four large four-story grain silos and a five-story headhouse. Cutsinger was the director and vice president of the Thompson State Bank (opened by the aforementioned John A. Thompson). He grew quite wealthy thanks to his grain business, made possible by this grain elevator complex, and lived in an Italianate-style mansion at 304 East Main Cross Street (a part of the NRHP-listed Toner Historic District). The Martin Cutsinger Grain Elevator Complex is recommended eligible for listing in the NRHP under Criterion A for its significance in the development of commerce in Edinburgh and under Criterion C for the significance of its architecture.

SJCA, conducted a Historic Properties Investigation, on October 14, 2021 reviewing the APE for the properties documented in the original HPR (Zeigler, 2018) to ascertain if the previous evaluations still applied and then review those properties that may have come of age since the HPR was completed. The above-ground APE expanded in three locations due to the current need for four relocations at 308 W. Center Cross St., 113 N. Main St., 308 Shelby St., and 401 N. Grant St. These resources were part of the evaluation efforts in the Historic Properties Report (Zeigler, April 2018). None of these resources are listed in or were recommended eligible for the NRHP. The expanded APE is located in Appendix D, pages D-26 to D-29.

Assessment of Effects:

An Assessment of Effects Report, dated January 3, 2020, was prepared to evaluate the potential effects of the project to the three NRHP-eligible historic properties located within the APE. The Assessment of Effects Report is located in Appendix D, pages D88 to D-99.

On January 3, 2020, Green 3 notified the SHPO, The Town of Edinburgh Town Manager, Miami Tribe of Oklahoma, and Lyman and Corbalou Snyder how to retrieve the Assessment of Effects Report from IN SCOPE for their review (Appendix D, page D-86).

On January 3, 2020, INDOT CRO notified Miami Tribe of Oklahoma how to retrieve the Assessment of Effects Report from IN SCOPE for their review (Appendix D, page D-87).

In a letter dated February 4, 2020, the SHPO concurred with the Assessment of Effects letter prepared by Green3, LLC, dated January 3, 2020 (Appendix D, pages D-100 to D-101). No other comments were received from any of the other consulting parties.

Documentation Findings:

Originally, on March 1, 2021, INDOT CRO, on behalf of the FHWA, approved the APE and issued a “No Adverse Effect” determination for this project.

On March 1, 2021, Green 3 notified the SHPO and the other consulting parties how to retrieve the effects finding and 800.11(e) documentation from IN SCOPE for their review (Appendix D, pages D-106 and D-108 to D-111).

On March 2, 2021, INDOT CRO notified the Miami Tribe of Oklahoma how to retrieve the “No Adverse Effect “ finding report from IN SCOPE for their review (Appendix D, pages D-107 to D-108).

On March 2, 2021, the Town of Edinburgh Town Manager sent an e-mail regarding how to retrieve the effects finding and 800.11(e) documentation from IN SCOPE to Crossroad Engineers and another individual with the Town of Edinburgh. The Town Manager indicated that he did not have any further comments at this time. However, he wanted to forward the information for their review and if there is anything which they should respond (Appendix D, page D-113).

On March 2, 2021, Crossroad Engineers responded to the Town of Edinburgh Town Manager with three comments they should reply to SJCA with which included:

- The document includes the limits for our kin project Des. No. 1902760, but it does not list the Des. No.
- The document mentions multi-use path from Lincoln Street to CR 800 E, yet our project is installing concrete sidewalk.
- The document does not mention street lighting which is included in Des. No. 1902760.

Please refer to Appendix D, pages D-112 to D-113. SJCA addressed the above comments in the amended 800.11(e) document.

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On March 29, 2021, the SHPO concurred with INDOT's March 1, 2021 Section 106 finding of "No Adverse effect" on behalf of FHWA for this federal undertaking (Appendix D, pages D-116 to D-117).

On June 16, 2021, it was brought to the attention of Metric that there would be four relocations (one business and three residences). Therefore, Section 106 was reopened to address the relocations.

On January 19, 2022, INDOT CRO, on behalf of the FHWA, approved the amended APE and issued a "No Adverse Effect" determination for this project (Appendix D, pages D-4 to D-6). Following this finding, the effect documentation was provided to the SHPO and the other consulting parties for a 30-day review and comment period on January 21, 2022 (Appendix D, pages D-118 to D-119).

On February 21, 2022, the SHPO concurred with INDOT's January 19, 2022 Section 106 finding of "No Adverse effect" on behalf of FHWA for this federal undertaking (Appendix D, pages D-1 to D-3).

No other comments were received from any of the other consulting parties.

Public Involvement:

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6 (a)(4), the views of the public were sought regarding the effect of the proposed project. An announcement was published in The *Daily Journal* on March 5, 2021. A deadline date of April 5, 2021 was established to provide comments on the "No Adverse Effect" determination. No comments were received regarding the "No Adverse Effect" finding during the 30-day public comment period. No additional publications were required.

The Section 106 process has been completed and the responsibilities of INDOT, acting on behalf of FHWA for Section 106, have been fulfilled. The Publisher's Claim and Public Notice are located in Appendix D, pages D-157 to D-159.

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

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
Parks and Other Recreational Land			
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			
<u>Evaluations</u>			
<u>Prepared</u>			
Programmatic Section 4(f)			
"De minimis" Impact			
Individual Section 4(f)			
Any exception included in 23 CFR 774.13			

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Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

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.

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2) there are eleven potential 4(f) resources located within the 0.5-mile search radius. Currently, three trails, that can be encumbered by Section 4(f), are planned to be constructed adjacent to the project area; however, there would be no use since they will be constructed outside of the construction limits. This project will not prevent the trails from being built.

According to the Section 106 evaluation, there are three Section 4(f) historic properties located within or adjacent to the project area as described below:

John and Mary Thompson House – In accordance with the Section 4(f) Memorandum of Understanding for historic properties between INDOT, FHWA, and Indiana SHPO, this undertaking will convert 6,629 square ft. of permanent ROW and 2,340 square ft. of temporary ROW from the John and Mary Thompson House, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, FHWA here by intends to use a "de minimis" finding for the John and Mary Thompson House pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

Thompson Dam – In accordance with the Section 4(f) Memorandum of Understanding for historic properties between INDOT, FHWA, and Indiana SHPO, this undertaking will not convert property from the Thompson Dam, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Thompson Dam.

Martin Cutsinger Grain Elevator Complex - In accordance with the Section 4(f) Memorandum of Understanding for historic properties between INDOT, FHWA, and Indiana SHPO, this undertaking will convert 510 square ft. of permanent ROW and 357 square ft. of temporary ROW from the Marvin Cutsinger Grain Elevator Complex, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, FHWA hereby intends to use a "de minimis" finding for the Marvin Cutsinger Grain Elevator Complex pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☐☐☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

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 INDOT ESD website revealed a total of three properties in Johnson County and three properties in Shelby County (Appendix I, page I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?
Is the project located in an MPO Area?
Is the project in an air quality non-attainment or maintenance area?
If Yes, then:
Is the project in the most current MPO TIP?
Is the project exempt from conformity?
If No, then:
Is the project in the Transportation Plan (TP)?
Is a hot spot analysis required (CO/PM)?

Yes	No
☒	☐
☒	☐
☐	☒
☐	☐
☒	☐
☒	☐
☐	☐
☒	☐
☐	☒

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

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

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Amendment 20-05 and Des. No. 1900353 –
Amendment 20-12

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2020 – 2023 Indianapolis Metropolitan Planning Organization (IMPO) Transportation Improvement Program (TIP) and FY 2020 – 2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-1 to H-3).

This project is located in Johnson and Shelby Counties, which are currently in attainment for all criteria pollutants according to <https://www.in.gov/idem/sips/nonattainment-status-of-counties/>. 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 G - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☐ ☒

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

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.

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SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes

☒

No

☐

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 discussion below)

☒

☐

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

There will be no adverse impact to local mobility, access, pedestrian or motorist safety or emergency services after completion of construction. There will be no adverse alterations to the movement of traffic, land use or the streetscape. During construction, a detour will be used, as described in the Maintenance of Traffic subpart of this document; however, no long-term effects will result from this proposed project.

No permanent impacts to the community cohesion, local tax base, property values or community events were identified as a result from the proposed project.

The Americans with Disabilities Act (ADA) requires a transition plan by local and state governments. Such a plan includes how the government will remove barriers to accessibility over time for persons with disabilities. The Town of Edinburgh has an ADA self-evaluation and Transition Plan which are significant in that they establish the Town's ongoing commitment to the development and maintenance of policies, programs and facilities that includes all citizens. The plan required that any sidewalk curbs constructed or replaced by or for the Town of Edinburgh shall be constructed in accordance with the Public Right of Way Accessibility Guidelines (PROWAG) of the ADA. This project will meet that requirement.

The Indiana State Festivals Association website was reviewed by Metric on February 1, 2022 (indianafestivals.org). No fairs, festivals, or other events were listed within the project area.

On May 29, 2018, INDOT Office of Aviation replied to the early coordination letter indicating that an Indiana Tall Structure permit would not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds 200 ft. above ground level (Appendix C, page C-53).

The U.S. Department of Housing and Urban Development (HUD) and Grace Tabernacle did not respond to the early coordination letter. Access to all properties will be maintained during construction.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2), there are six religious facilities, one airport, one cemetery, one hospital, three schools, five recreational facilities, four pipelines, one railroad, three planned trails, and three managed lands located within the 0.5 mile of the project. There is one religious facility (Grace Tabernacle) adjacent to the project area at 512 W. Center Cross St. and two potential future trail segments planned adjacent to the western project limits. The religious facility (within the project area only) was confirmed by the site visits on April 10, May 14, and August 9, 2019 by Metric. No sidewalks will be constructed during this project within the western portion of the project area. The religious facility and the potential future trails are not located within the construction limits. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

Coordination revealed a water main located under the existing pavement and will likely be in conflict within the project area. The Town of Edinburgh Water Utility will be responsible for completing a relocation plan and relocating and/or retiring water mains if they are in conflict with the project.

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Any other conflicts with existing utilities will continue to be identified during the design phase. Coordination with utilities will continue throughout the project.

A detour route utilizing US 31 and I-65 adding 5.9 miles for the traveling public will be instituted during the construction of the project and be coordinated with all emergency services such as police, fire, medical, etc. The project sponsor will install signs at least two (2) weeks in advance of the project alerting motorists of the future detour.

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.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Yes	No
X	
X	
X	
	X

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

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 Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 1.32 acres of temporary ROW, 2.82 acres of permanent ROW, 1.96 acres of ROW reacquired, and 0.11 perpetual easement, for a total of 6.21 acres, one business relocation, and three residential relocations. 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's are Shelby and Johnson Counties. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Jackson Township in Shelby County and Blue River Township in Johnson County. 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 U.S. Census Bureau, 2019 American Community Summary 5-year Estimates was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on June 15, 2021 by Metric. The data collected for minority and low-income populations within the AC's are summarized in the below table.

	COC – Shelby County, Indiana	AC – Jackson Township, Shelby County, Indiana	COC – Johnson County, Indiana	AC – Blue River Township, Johnson County, Indiana
Percent Minority	7.72%	5.27%	11.00%	12.12%
125 percent of COC	9.65%	AC < 125 percent COC	13.75%	AC < 125 percent COC
EJ Population of Concern		No		No
Percent Low-Income	11.26%	2.82%	7.42%	15.27%
125 percent of COC	14.07%	AC < 125 percent COC	9.28%	AC >125 percent COC
EJ Population of Concern		No		Yes

Jackson Township, Shelby County has a percent minority of 5.27 which is below 50 percent and is below the 125 percent COC threshold. Therefore, this AC does not contain minority populations of EJ concern.

Jackson Township, Shelby County has a percent low-income of 2.82 which is below 50 percent and is below the 125 percent COC threshold. Therefore, this AC does not contain low-income populations of EJ concern.

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Blue River Township, Johnson County has a percent minority of 12.12 which is below 50 percent and is below the 125 percent COC threshold. Therefore, this AC does not contain minority populations of EJ concern.

Blue River Township, Johnson County has a percent low-income of 15.27 which is below 50 percent but is above the 125 percent COC threshold. Therefore, this AC contains low-income populations of EJ concern.

The maps, data, and data analysis can be found in Appendix I, pages I-2 to I-5.

This project includes removing, replacing, upgrading, adding, and/or repairing the roadway pavement, stormwater facilities, curb and gutter, curb ramps, sidewalks, permanent lighting, raised pavement markers, instructional signs, one culvert, and one overhead flasher along SR 252 from the east side of US 31 to 0.18 mile west of I-65. The roadway will be widened, where practical, to provide additional edge support.

The commercial property (billiards hall) located at 308 W. Center Cross St./SR 252 (north side of SR 252, approximately 230 ft. west of N. Pleasant St.), and the three residential properties located at 113 W. Center Cross St./SR 252 (southeast corner of SR 252/W. Center Cross St. and Main St.), 308 Shelby St. (northwest corner of SR 252/Grant St. and Shelby St.), and 401 N. Grant St. (northeast corner of SR 252/Grant St. and Shelby St.) will be impacted by this project. The table below is a breakdown of the four relocations all located within AC – Blue River Township, Johnson County, Indiana.

Address	Parcel No. and Type	Parcel Size	Permanent ROW to be acquired	Temporary ROW to be acquired
308 W. Center Cross St.	28, Billiard Hall	0.49 acre	0.083 acre	N/A
113 W. Center Cross St.	35, Residential	0.172 acre	0.024 acre	0.076 acre
308 Shelby St.	61, Residential	0.081 acre	0.031 acre	N/A
401 N. Grant St.	58, Residential	0.207 acre	0.011 acre	N/A

Acquisition of additional ROW at the billiard hall is necessary for grading beyond the curb and gutter for roadside safety and utility relocation. The acquisition of additional ROW at the three residential properties is necessary to improve the turning radii which currently experience vehicle and semi-truck encroachments onto the properties and into on-coming traffic as well as reconstructing pedestrian facilities. Please refer to Appendix B, pages B-191 to B-194 for plan sheets and an aerial photograph. The relocations and ROW acquisitions are disproportionate adverse impacts to the EJ population.

If the excess ROW is acquired (in addition to the regular fee takings), then no temporary right-of-way for building removal will be acquired since all will be owned by INDOT. If the owner elects to keep the excess land, then the temporary right-of-way for building removal will be acquired in addition to the fee taking for the roadway. This is a dynamic process as negotiations take place.

The preferred alternative was examined in order to determine if alternate solutions were available that may minimize the impact to the EJ community. The following alternatives were reviewed and dismissed.

- 308 W. Center Cross St.: Shifting the centerline to the south was evaluated; however, by shifting the centerline to the south, to avoid the business relocation, the stone retaining wall at the historic Thompson property (Station 53+00) would be impacted (Appendix B, page B-191).
- 113 W. Center Cross St.: The property, at its nearest location, is 19.7 ft. from the centerline of the roadway. This is within the limits of the sidewalk reconstruction. Realigning the roadway through this portion of town was not possible as it would severely impact homes, causing several relocations on the north side of the roadway (Appendix B, page B-192).
- 308 Shelby St. and 401 N. Grant St.: Realigning the intersection of Grant St. and Shelby St. to remove the curve was evaluated; however, the realignment would relocate approximately six parcels as opposed to the two residential parcels (Appendix B, page B-193).

The preferred alternative has minimized relocations to the greatest extent possible while still meeting the project's identified needs.

The existing pavement is generally in poor condition with some rutting, alligator cracking and areas with poor drainage. Some of the turning radii within the project limits are very narrow, causing truck movements to encroach into oncoming traffic and adjacent

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properties. The existing sidewalks along SR 252 are intermittent, providing little to no pedestrian use along the corridor. Sidewalk widths are less than 4 ft., sidewalk and ramp cross slope are greater than 2%, vertical surface discontinuities are greater than 1/2 inch, there is a lack of curbs, substandard curb ramps, and no detectable warning strips. The proposed project will provide a continuous sidewalk that is ADA compliant and would enhance community cohesion by providing an accessible route throughout the limits of the project. Additionally, new sidewalks will be constructed, where none currently exist, on the south side of SR 252 from River Rd. to Pleasant St. and on the south side of SR 252 from Lincoln St. and connecting to an existing sidewalk on Lind Dr.

The burdens caused by the proposed project include displacement of three residents, one business, and temporary inconvenience during construction. The residents and business would be relocated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. Access to the sidewalks will be limited during project construction. The MOT will include phases that will ensure access, while maintaining constructability. Phase 1a will be from River Road to Pleasant St., Phase 1b will be from Pleasant St. to the Louisville & Indiana Railroad, Phase 2a will be from the Louisville & Indiana Railroad to Kyle St., Phase 2b will be from Kyle St. to Lincoln St., and Phase 2c will be from Lincoln St. to St. Andrews Ave.

The benefits of the entire project include pedestrian safety and mobility, improved turning radii, roadside safety, improved lighting, improved drainage of stormwater runoff, and improved pavement conditions. The benefit of the roadside safety would not be achieved without the take of the billiards hall. The benefit of the improved turning radii would not be achieved without the relocation of the three houses. As a result of improving the turning radii, the reconstruction of the pedestrian sidewalks and curb ramps will also be achieved which will retain connectivity.

Impacts from the project to the EJ community in this area will be beneficial due to enhanced opportunities for pedestrian users from River Rd. to Lind Dr. Although access to the sidewalks will be limited during project construction, access will be improved after construction is complete benefiting both EJ and non-EJ communities. The project is expected to positively impact community cohesion by improving the roadway and extending the Town's sidewalk system. This will enable residents of the community and pedestrians to safely travel within the community.

The preferred alternative includes grading beyond the curb and gutter which will address the need for roadside safety, improving the turning radii which will address the need for geometric improvements, and constructing new sidewalks that will be ADA compliant which will address the need for pedestrian safety and mobility within the project area. The described construction activities will result in the impact of relocating three residences and one business; however, no alternative was found with less impacts that meet the purpose and need of the project than the preferred alternative.

Upon release of this CE document for public involvement, a legal advertisement will be placed in the most widely read newspaper in Edinburgh, announcing the availability of the environmental document, design plans, and the date and venue of the public hearing, at least 15 days and again at least seven days prior to the planned hearing notifying the public that a public hearing will be held in Edinburgh. The impacted business and residents will be notified individually of the public hearing. This is to ensure the community and environmental justice population are aware of the project.

INDOT-ESD has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require ROW. There will be relocations. With the information provided, the relocations would not disrupt community cohesion or create a physical barrier. INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required. INDOT-ESD's response is located in Appendix I, page I-6.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
☒	☐
☐	☒

Number of relocations: Residences: 3 Businesses: 1 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

The preferred alternative requires the acquisition of ROW resulting in the relocation of three residences and one business as shown in Appendix B, pages B-191 to B-194.

- 308 W. Center Cross St.
- 113 W. Center Cross St.

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- 308 Shelby St.
- 401 N. Grant St.

Alternatives that avoid impacts to the three residences and one business were evaluated and are discussed above in Section H – Community Impacts, Environmental Justice.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocates without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

X

Date RFI concurrence by INDOT SAM (if applicable): June 19, 2018 and March 15, 2021

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on June 19, 2018 by Metric and INDOT SAM provided their concurrence on June 19, 2018 (Appendix E, pages E-1 to E-15). Three Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD) Facilities, six Underground Storage Tank (UST) Sites, six Leaking Underground Storage Tank (LUST) Sites, one Waste Transfer Station, one Brownfield, five Institutional Controls, three National Pollutant Discharge Elimination System (NPDES) Facilities, and five NPDES Pipe Locations are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project.

On March 12, 2021, Metric conducted a review of the GIS to assess if there were significant changes since the RFI was approved on June 19, 2018. Based on the reviewed information, an addendum to the 2018 RFI would not be necessary. On March 15, 2021, INDOT SAM concurred with Metric's determination (E-16 to E-17).

Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Individual Permit (IP)

Other

X

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Permits (mark all that apply)

Likely Required

**IN Department of Environmental Management
(401/Rule 5)**

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

X
X

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit
Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

Based on the permit determination, dated February 16, 2022, the following permits will be required:

- A 404/401 RGP will be required. A riprap splashpad will be installed at the outfall of a stormwater drain. The riprap will be placed in a wetland that is adjacent to the Big Blue River.
- A Rule 5 permit will be required. It is estimated that there will be 7.858 acre of total soil disturbance (including areas for pavement replacement). A stormwater quality permit application will need to be submitted. The consultant will need to coordinate with EWPO's Stormwater Team for additional information.

This project qualifies for the IDNR Construction in a Floodway (CIF) Outfall Exemption. Given this, no CIF permit will be required.

Applicable recommendations provided by resource agencies 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.

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

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. Any work in a wetland area within ROW or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
2. If the scope of work or permanent or temporary ROW amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
3. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction activity that would block or limit access. (INDOT ESD)
4. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after May 4, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
5. The project sponsor will install signs at least two (2) weeks in advance of the project alerting motorists of the future detour. (INDOT ESD)

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6. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
7. 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)
8. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
9. 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)
10. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
11. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field. (USFWS)
12. A "Reinitiation Notice" is required if: more than 0.014 acre of trees are to be cleared; the amount or extent of incidental take of Indiana bat and/or northern long-eared bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the BO or the project information. (USFWS)
13. Contractors must take care when handling dead or injured bats (regardless of species), and any other federally listed species that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat (regardless of species), or other endangered or threatened species, must promptly notify the USFWS Bloomington Field Office at (812) 334-4261. (USFWS)
14. The INDOT Project Manager will assure that \$229.17 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by The Conservation Fund, to resolve formal consultation under the Rangewide Programmatic (0.014 acre X 1.75 x \$9,354 = \$229.17). Payment shall be in process for Ready for Contracts (RFC) date. (USFWS)
15. The entire stone wall on the site of the John and Mary Thompson House must be marked "do not disturb" on the plan sheets. (SHPO)
16. The work plan will be revised to reflect the new location of the water main and its facilities. (Town of Edinburgh Water Utility)

For Further Consideration:

1. Where riprap must be used, place it at the toe of the sideslopes up to the ordinary high water mark (OHWM). (USFWS)
2. Where hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats or other similar smooth-surfaced materials as these materials will not impair wildlife movement. (IDNR-DFW)
3. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)
5. If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR-DFW)
6. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)

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7. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
8. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
9. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

APPENDICES

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APPENDIX B: Graphics

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- USGS Topographic Map B-2
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APPENDIX C: Early Coordination

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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 Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	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" (With select AMMs ⁶)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the None column.

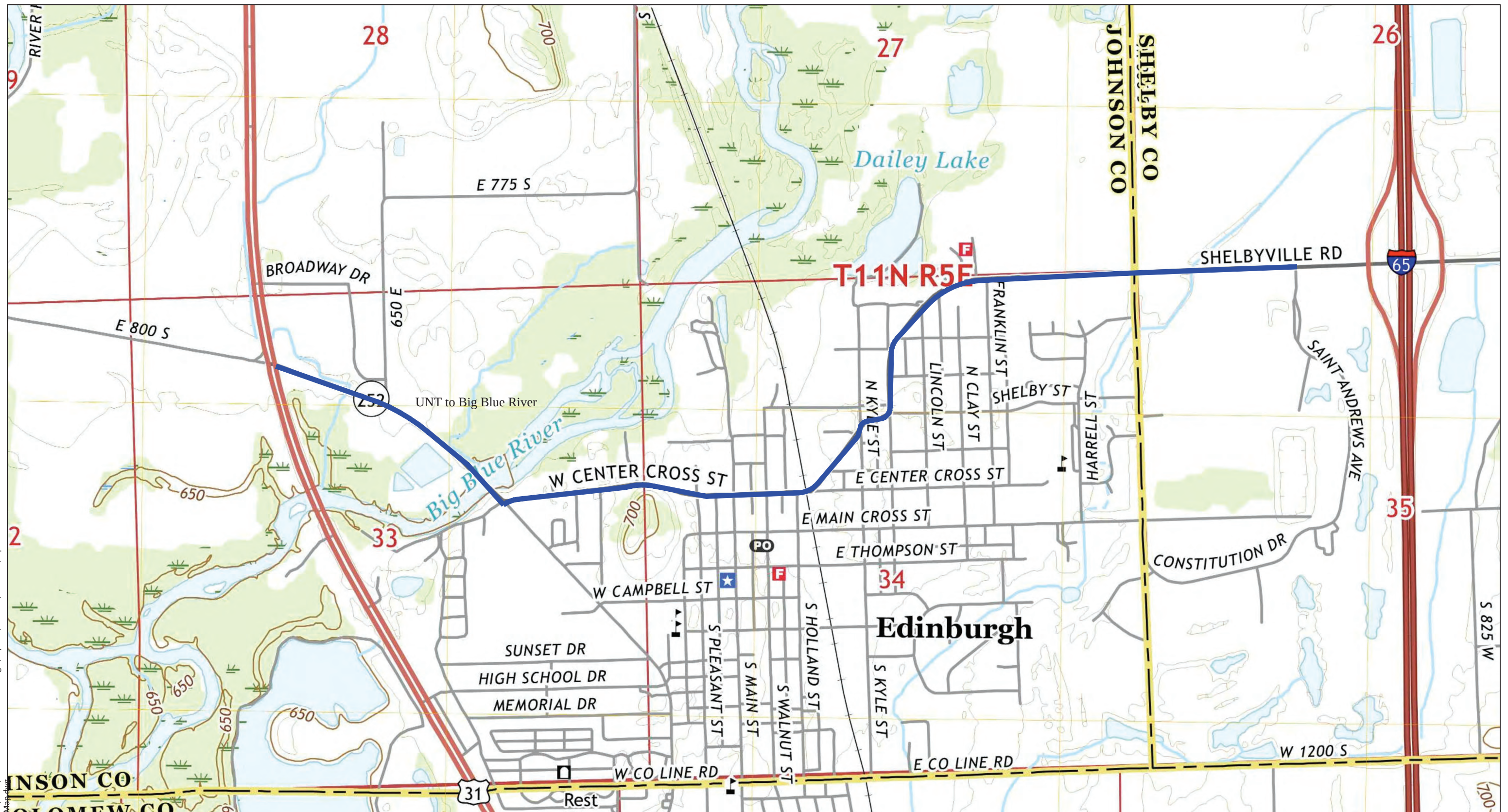
¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

APPENDIX B

Graphics



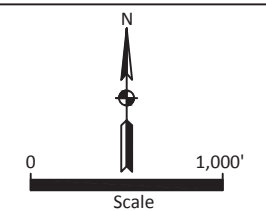
Source: Google Earth Pro

USGS Topographic Map
 Small Town Pavement Replacement Project SR
 252 from US 31 to 0.18 Mile West of I-65
 Edinburg, Blue River and Jackson Townships
 Johnson and Shelby Counties, Indiana
 Lead Des. No. 1700108, 1902760, and 1900353
 Metric Project # 18-0002

Note: All locations are approximate

Base map:
 2019 Edinburg, IN
 7.5 Minute Quadrangle

— Project alignment



METRIC
 ENVIRONMENTAL

Drawn by: ILJ
 Checked by: SC
 Approved by: LBH
 Date: February, 2022



Project area on an aerial photograph
 SR 252 Small Town Pavement Replacement Project
 Edinburgh, Johnson and Shelby Counties, Indiana
 Lead Des. No. 1700108, 1902760, and 1900353
 Metric Project No. 18-0002

All locations approximate

Source: Indiana Spatial Data Portal (2016 Aerial)



0 300 600 1,200
 Feet

1 inch = 600 feet





Project area on an aerial photograph
 SR 252 Small Town Pavement Replacement Project
 Edinburgh, Johnson and Shelby Counties, Indiana
 Lead Des. No. 1700108, 1902760, and 1900353
 Metric Project No. 18-0002

All locations approximate

Source: Indiana Spatial Data Portal (2016 Aerial)



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