

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

Road No./County:

Interstate 70 (I-70) Westbound (WB) / Wayne County

Designation Number(s):

INDOT Des No. 2000500

Public Works Project Number: 89006007-23-034-D1

Project

Description/Termini:

Centerville Welcome Center/Rest Area Modernization Project.

Located on WB I-70 between United States 35 (US 35) and State Road (SR) 1 Mile Marker 143 in Wayne County, Indiana.

Project reconstruction limits will extend from the WB I-70 exit ramp from the rest area to the WB I-70 entrance ramp to the rest area (1.1 Mile).

	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

ADWP

February 1, 2024

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:

Elayna Stoner, Metric Environmental, LLC

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Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*? **Yes** ☐ **No** ☒

If No, then:

Opportunity for a Public Hearing Required?

☒ ☐

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on January 11, 2023, 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 Survey letter is included in Appendix G, page G-1.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's (Federal Highway Administration) finding of "No Historic Properties Affected" was published in the *Palladium Item* on September 5, 2023, 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 October 5, 2023. The text of the public notice and the publisher's claim are provided in Appendix D, pages D-65 to D-66. No comments were received from the public in response to the notice.

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.

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Greenfield
Local Name of the Facility: I-70 Centerville Welcome Center

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.

The existing Centerville Welcome Center was built in 2010 and provides 156 semi/truck parking spaces and 97 passenger vehicle parking spaces, six of which are handicap parking spaces. The Centerville Welcome Center does not currently reflect INDOT's comprehensive "Rest Area and Truck Parking Plan" <https://www.in.gov/indot/resources/maps/welcome-centers-and-rest-areas/> which provides guidelines for the future construction and maintenance of the agency's rest area portfolio. The Centerville Welcome Center does not provide areas for recreation, play, and educational opportunities to highlight regional historical influences. In addition, the existing pet area is not adequate.

The purpose of this project is to enhance the amenities at the Welcome Center while maintaining the parking needs for trucks and passenger vehicles that reflect INDOT's comprehensive "Rest Area and Truck Parking Plan".

This is page 2 of 24 Project name: Rest Area Modernization Project Date: January 31, 2024

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Wayne Municipality: Not Applicable (N/A)

Limits of Proposed Work: Project reconstruction limits will extend from the WB I-70 exit ramp from the rest area to the WB I-70 entrance ramp to the rest area (1.1 Mile).

Total Work Length: 1.1 Mile Total Work Area: 60.0 Acres

Is an Interstate Access Document (IAD)¹ required?

Yes¹

No

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

Date:

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.

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.

INDOT with oversight and partial funding from the FHWA intends to proceed with a proposed rest area modernization project on WB I-70 in Wayne County, Indiana. Specifically, the project is located in Sections 1, 2, 11, and 12; Township 16 North, Range 13 East; Sections 6 and 7, Township 16 North, Range 14 East, as illustrated on the Jacksonburg, Indiana 7.5 minute United States Geological Survey (USGS) topographic quadrangle (Appendix B, page B-2).

I-70 is classified as an Interstate Highway. A typical cross section of I-70 in the project area consists of two 12 feet (ft.) wide through-lanes adjoined by variable width paved shoulders in each direction. The posted speed limit on I-70 is 70 miles per hour (mph). Land use in the vicinity of the project consists primarily of agricultural land, residential parcels, and wooded areas. Please refer to Appendix B, pages B-2 to B-7 for more information.

The Centerville Welcome Center was built in 2010. The Centerville Welcome Center facility provides 156 semi/truck parking spaces and 97 passenger vehicle parking spaces (six handicap parking spaces). Ancillary structures on the property include two rectangular picnic shelters with tables, a shed and garage building. The Town of Centerville provides drinking water and sewer utilities for the Welcome Center.

Preferred Alternative

The proposed improvements will include the construction of a new Welcome Center building with additional amenities for the traveling public. The new Welcome Center building will be approximately 12,000 square ft. in size and amenities will include interpretive signage, interactive activities that include an interior half-court basketball court, improved pet care and picnic areas, and a walking trail. The walking trail and picnic/pet care amenities will be constructed northeast of the new Welcome Center building, within an existing wooded parcel that is approximately 10.21 acres in size. New lighting and decorative landscaping will be installed throughout the reconstructed Welcome Center facility. The reconstructed facility will also include one restroom facility for truck drivers, located adjacent to the main Welcome Center building in the truck parking area. The existing drainage conditions on site will be maintained through the reconfiguration and replacement of storm water inlets and small drainage structures. A dry detention basin will be constructed on the north side of the WB I-70 entrance ramp to the reconstructed rest area. The existing drinking water and sewer line connections supported by the Town of Centerville will be reconstructed and reconnected as part of the proposed improvements. All existing structures on site will be demolished to reconstruct the Welcome Center as described.

The reconfigured parking area will provide 156 semi/truck parking spaces, and 54 passenger car parking spaces (four of which will be handicap accessible spaces constructed in accordance with the Americans with Disabilities Act (ADA). Project design plans are provided in Appendix B, pages B-8 to B-19. The anticipated construction schedule is approximately twenty-four months (Summer 2024 to Summer 2026). The Welcome Center will be closed to motorists during reconstruction and advanced signage will be placed on WB I-70 alerting motorists of the closure. The Maintenance of Traffic (MOT) plan sheet is provided in Appendix B, page B-9.

Approximately 0.697 acres of permanent wetland impacts will result from the project in addition to the removal of approximately 3.60 acres of trees. All efforts to minimize terrestrial and wetland impacts were considered during the design phase of the project. The construction limits have been reduced to the extent that is practical to reconstruct the rest area while limiting disturbance to terrestrial and water resources. The preferred alternative will satisfy the purpose and need of the project by enhancing the amenities at the Welcome Center while maintaining the parking needs for trucks and passenger vehicles that reflect INDOT's comprehensive "Rest Area and Truck Parking Plan".

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The project has logical termini that were determined based on the limits of construction necessary to tie the improvements into the existing WB I-70 entrance and exit ramps to the rest area. The project has independent utility, in that no other projects will be required for it to function as intended.

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.

Do Nothing/No Build

This alternative proposes that no work be done to improve the conditions of the existing Welcome Center and there would be no expenditure of State or Federal funds. This alternative would not result in any environmental impacts and no additional right-of-way would be acquired. This alternative is feasible, but it is not prudent because if the Do Nothing/No Build alternative were selected, the existing conditions as described in the Purpose and Need would not be addressed. It was determined that the Do Nothing/No Build alternative would not meet the purpose and need of the project. Therefore, the Do Nothing/No Build alternative was not considered further.

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):
 The No Build Alternative would not meet the purpose and need of the project to improve the rest area amenities

X

ROADWAY CHARACTER: **N/A – No Road Work**

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

Name of Roadway No roadways will be impacted by the proposed project
 Functional Classification: _____
 Current ADT: _____ VPD (20--) Design Year ADT: _____ VPD (20--)
 Design Hour Volume (DHV): _____ Truck Percentage (%) _____
 Designed Speed (mph): _____ Legal Speed (mph): _____

	Existing		Proposed	
Number of Lanes:				
Type of Lanes:				
Pavement Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Median Width:		ft.		ft.
Sidewalk Width:		ft.		ft.

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

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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): N/A Sufficiency Rating: _____

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

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.

There are no bridges located within the project limits. Twenty-four small drainage structures were identified on site. The small drainage structures consist of corrugated metal pipes (CMPs) and high-density polyethylene (HDPE) pipes and inlets. The existing drainage patterns on site will be maintained as part of the rest area reconstruction design. The existing small drainage structures will be removed as part of the reconstruction and new drainage inlets/small drainage structures will be installed. In addition, two detention basins will be constructed; one on the north side and one on the south side of the WB I-70 entrance ramp to the rest area. The detention basins will periodically hold water as necessary, to assist with drainage needs.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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.

Traffic will be maintained on WB I-70 during construction of the rest area. The rest area will be closed to traffic during construction, with standard barricades used to block off the entrances. Motorists will be advised of the work area with advanced sign placement that advertise the rest area is closed. The MOT for the rest area reconstruction will be coordinated with the I-70 Design Build project that will be constructed concurrently with the rest area project. The preliminary MOT plan sheet is provided in Appendix B, page B-9. It is anticipated the rest area will be closed to all public and commercial traffic for approximately twenty-four months (Summer 2024 to Summer 2026).

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

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$2,759,296.00 (2023) Right-of-Way: \$179,776.00 (2024) Construction: \$42,000,000.00 (2025)
 Anticipated Start Date of Construction: Summer 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural	0.00	0.00
Wooded	10.21	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
TOTAL	10.21	0.00

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.

Approximately 10.21 acres of additional permanent right-of-way will be acquired for project construction. The 10.21 acres of additional permanent right-of-way consists of a wooded parcel located adjacent to the northeast corner of the existing rest area facility. This parcel will be incorporated into the project design to provide the proposed recreational amenities as described in the purpose and need for the project.

On February 6, 2023, the INDOT Greenfield District Office approved a MAP-21 (Moving Ahead for Progress in the 21st Century) Level 1 CE developed to assist with the advanced/early acquisition of the 10.21 acre wooded parcel. The advance acquisition of this property has independent utility, will not cause any adverse environmental impacts, and will not limit the choice of reasonable alternatives or prevent an impartial decision between alternatives. The early acquisition of the parcel in no way restricts the federal agency from selecting any of the build alternatives proposed as part of this CE document. A copy of the approved CE-1 is provided in Appendix I, pages I-1 to I-16. No temporary right-of-way will be required to complete the project.

The existing right-of-way along I-70 ranges from 100 ft. north to 100 ft. south of the existing median. Vegetation within the right-of-way areas consists of maintained roadside grass and shrubs.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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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 April 30, 2023, unless otherwise noted to the agencies listed below. A copy of the early coordination letter is provided in Appendix C, pages C-1 to C-2.

Agency	Date Sent	Response Received	Appendix C
Federal Highway Administration (FHWA)	April 30, 2023	No Response	N/A
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	April 30, 2023	May 31, 2023	Pages C-4 to C-5
US Department of Housing and Urban Development	April 30, 2023	No Response	N/A
The National Parks Service	April 30, 2023	No Response	N/A
INDOT, Greenfield District, Environmental Division	April 30, 2023	No Response	N/A
INDOT, Greenfield District, Project Manager	April 30, 2023	No Response	N/A
INDOT, Office of Aviation	April 30, 2023	May 1, 2023	Page C-28
Indiana Geological and Water Survey	April 30, 2023	April 30, 2023	Pages C-26 to C-27
IDEM Wellhead Proximity Determinator	April 30, 2023	April 30, 2023	N/A
IDEM Wetlands and Stormwater Programs	April 30, 2023	No Response	N/A
Natural Resources Conservation Service (NRCS)	November 29, 2023	January 9, 2024	Page C-29
US Fish and Wildlife Bloomington Field Office	April 30, 2023	No Response	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
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			

Total stream(s) in project area: 0.0 Linear feet

Total impacted stream(s): 0.0 Linear feet

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)
N/A	N/A	N/A	N/A	N/A

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, and the Red Flag Investigation (RFI) report (Appendix E, pages E-1 to E-8), there are thirteen streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area. That number was confirmed by the site visits on April 18 and 19 and August 9, 2023, conducted by Metric Environmental.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project by Metric Environmental on November 6, 2023, and approved by INDOT Ecology Waterway and Stormwater Permitting Office on November 17, 2023. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no likely jurisdictional waterways are present within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

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The IDNR-DFW responded on May 31, 2023, with recommendations to avoid or minimize impacts to waterways, including bank stabilization measures, methods for riprap placement, and the minimization of in-channel disturbance (Appendix C, pages C-4 to C-5). All applicable recommendations are provided in the *Environmental Commitments* section of this CE document.

Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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, and the RFI report (Appendix E, page E-2), there are three open water features within the 0.5-mile search radius. That number was confirmed by the site visits on April 18 and 19 and August 9, 2023, by Metric Environmental. There are no open water features located within or adjacent to the project as area. Therefore, no impacts are expected.

Wetlands	Presence	Impacts	
		Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 2.933 Acre(s) Total wetland area impacted: 0.697 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	PEM1A	0.073	0.000	Appendix F, page F-29 Water of the State (Exempt)
Wetland B	PEM1A	1.582	0.152	Appendix F, pages F-27 to F-30 Water of the State (Class II Isolated Wetland)
Wetland C	PEM1A	0.170	0.000	Appendix F, pages F-29 to F-30 Water of the State (Class II Isolated Wetland)
Wetland D	PEM1A	0.899	0.545	Appendix F, pages F-31 to F-32 Water of the U.S.
Wetland E	PEM1A	0.015	0.015	Appendix F, page F-31 Water of the State (Exempt)
Wetland F	PEM1A	0.106	0.000	Appendix F, page F-33 Water of the State (Exempt)
Wetland G	PFO1B	0.088	0.000	Appendix F, page F-31 Water of the State (Class III Isolated Wetland)

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
Wetland Determination	<input checked="" type="checkbox"/>	November 17, 2023
Wetland Delineation	<input checked="" type="checkbox"/>	November 17, 2023
USACE Isolated Waters Determination	<input checked="" type="checkbox"/>	December 1, 2023

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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
X
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, and the RFI report (Appendix E, page E-2), there are twelve wetlands within the 0.5-mile search radius. There are seven wetlands within or adjacent to the project area. That number was confirmed by the site visits on April 18 and 19 and August 9, 2023, by Metric Environmental.

A *Waters of the U.S. Determination/Wetland Delineation Report* was completed for the project by Metric Environmental on November 6, 2023, and approved by INDOT Ecology Waterway and Stormwater Permitting Office on November 17, 2023. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that seven likely jurisdictional wetlands are present within the project area. The USACE makes all final determinations regarding jurisdiction. A description of the wetlands is provided below. The size of each wetland and the estimated impacts are provided within the table on the previous page of this document.

The proposed project will result in approximately 0.697 acres of permanent wetland impacts. Wetland impacts that exceed 0.1 acre in size often necessitate pre-coordination with the USACE and the Indiana Department of Environmental Management (IDEM) prior to Section 401/404 permit development. The coordination expedites permit approval and establishes the conditions for compensatory mitigation that may be required. This process requires the execution of an Approved Jurisdictional Determination (AJD) authorized per the USACE and a Waters of the State Determination (WOSD) authorized per IDEM. Coordination between the USACE and IDEM determines the applicability of Federal or State jurisdiction and the potential exemption of some wetlands.

As a result of this pre-coordination, it was determined that Wetlands A, E and F are exempt from permitting regulations. Only Wetland E (exempt) will be impacted by the proposed improvements. Wetlands B and C were classified as Class II State Isolated Wetlands and Wetland G was classified as a Class III State Isolated Wetland; regulated under the jurisdiction of IDEM. Wetland D was classified as a Water of the U.S. under the jurisdiction of the USACE.

Wetland A

Wetland A is classified as a Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) wetland. This wetland is located in a depression in the western portion of the rest area. Due to its location within a depression, Wetland A likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to the rest area parking and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained a dominant invasive species of hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland A can support a limited amount of wildlife or aquatic habitat and is considered poor quality. Based on topography, it can be deduced that water drains southwest into Black Water Branch, which flows into Greens Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 Traditional Navigable Waterway (TNW). During the AJD process, the USACE exempted Wetland A from federal jurisdiction. During the Waters of the State Determination (WOSD), IDEM classified Wetland A as a Water of the State; however, it was determined to be exempt from Section 401 permitting regulations.

Wetland B

Wetland B is classified as a PEM1A wetland. This wetland is located within a depression north of I-70 and the rest area parking lot. Due to its location within a depression, Wetland B likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to I-70 and the rest area parking lot and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained a dominant invasive species of hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland B can support a limited amount of wildlife or aquatic habitat and is considered poor quality. Based on topography, it can be deduced that water drains southwest into Black Water Branch, which flows into Greens Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 Traditional Navigable Waterway (TNW). During the AJD process, the USACE exempted Wetland B from federal jurisdiction. During the WOSD, IDEM classified Wetland B as a Class II State Isolated wetland subject to Section 401 permitting regulations.

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Wetland C

Wetland C is classified as a PEM1A wetland. This wetland is located in a depression in the southern portion of the rest area. Due to its location within a depression, Wetland C likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to I-70 and the rest area parking and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained a dominant invasive species of hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland C can support a limited amount of wildlife or aquatic habitat and is considered poor quality. Based on topography, it can be deduced that water drains southwest into Black Water Branch, which flows into Greens Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 TNW. During the AJD process, the USACE exempted Wetland C from federal jurisdiction. During the WOSD, IDEM classified Wetland C as a Class II State Isolated wetland subject to Section 401 permitting regulations.

Wetland D

Wetland D is classified as a PEM1A wetland. This wetland is located in a depression in the eastern portion of the rest area. Due to its location within a depression, Wetland D likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to the rest area parking and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained an invasive species, hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland D can support a limited amount of wildlife or aquatic habitat and therefore is considered poor quality. Based on topography, it can be deduced that water drains southwest into Black Water Branch, which flows into Greens Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 TNW. During the AJD process, the USACE determined that Wetland D is a jurisdictional Water of the U.S.

Wetland E

Wetland E is classified as a PEM1A wetland. This wetland is located in a depression in the western portion of the rest area. Due to its location within a depression, Wetland D likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to the rest area parking and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained an invasive species, hybrid cattail (*Typha x glauca*). These factors contribute to the conclusion that Wetland E can support a limited amount of wildlife or aquatic habitat and is considered poor quality. Based on topography, it can be deduced that water drains southwest into Black Water Branch, which flows into Greens Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 TNW. During the AJD process, the USACE exempted Wetland E from federal jurisdiction. IDEM classified Wetland E as a Water of the State; however, it was determined to be exempt from Section 401 permitting regulations.

Wetland F

Wetland F is classified as a PEM1A wetland. This wetland is located in a depression in the western portion of the rest area. Due to its location within a depression, Wetland D likely receives drainage on a consistent basis during rain events. The wetland is located adjacent to the rest area parking and likely receives run-off from the adjacent paved sources. The wetland exhibited poor plant species diversity and contained a dominant invasive species of reed canary grass (*Phalaris arundinacea*). These factors contribute to the conclusion that Wetland F can support a limited amount of wildlife or aquatic habitat and is considered poor quality. Wetland F was constructed when the original rest stop was constructed. Based on topography, it can be deduced that water drains southeast into Far Run, which flows into Nolands Fork, which flows into Whitewater River, which flows into the Ohio River, a Section 10 TNW. During the AJD process, the USACE exempted Wetland F from federal jurisdiction. IDEM classified Wetland F as a Water of the State; however, it was determined to be exempt from Section 401 permitting regulations.

Wetland G

Wetland G was delineated during the August 9, 2023, field visit. Wetland G is classified as a Palustrine, Forested, Broad- Leaved Deciduous, Seasonally Saturated (PFO1B) wetland. This wetland is located in a depression in a forested area in the eastern portion of the rest area. Due to its location within a depression, Wetland G likely receives drainage on a consistent basis during rain events. The wetland exhibited good plant diversity and was in a forested area. These factors contribute to the conclusion that Wetland G can support an average amount of wildlife or aquatic habitat and is considered average quality. During the WOSD, IDEM classified Wetland G as a Class III State Isolated wetland subject to Section 401 permitting regulations.

Wetland B (0.152 acre) and Wetland D (0.545 acre) will be partially permanently impacted by the proposed improvements for a total of approximately 0.697 acres of permanent wetland impacts. Wetland E will be entirely permanently impacted (0.015 acre) but it is exempt from regulation by both USACE and IDEM; therefore, the impacts are not counted toward the total wetland impacts for this project. Wetlands A, C, F and G will not be permanently or temporarily impacted.

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Wetlands A, C, F and G will be marked on the plans as “Do Not Disturb.” The portions of Wetlands B and D not to be impacted by the project will also be marked on the plans as “Do Not Disturb.” This is included as a firm environmental commitment in the *Environmental Commitments* section of this CE document.

All efforts to minimize wetland impacts were considered during the design phase of the project. The construction limits have been reduced to the extent that is practical to reconstruct the rest area while limiting disturbance to wetlands. Improvements that would not result in any wetland impacts are not practicable because such avoidance would substantially increase the cost of the project because of unique engineering considerations. As a result, complete avoidance of the on-site wetlands would likely result in the project not meeting the identified purpose and need. The proposed project has been designed to remain within the footprint of the existing right-of-way limits, except for the acquisition of the 10.21 acre wooded parcel located northeast of the existing facility. All efforts to avoid any permanent or temporary impacts to Wetland G, located within this wooded parcel, were considered during the design process. Wetland G will not be permanently or temporarily impacted.

The permanent wetland impacts will likely require an IDEM Section 401 Isolated Wetland Permit in addition to a USACE Section 404 Regional General Permit (RGP) / IDEM Section 401 RGP. Any required mitigation for the permanent wetland impacts will be determined via the ongoing permit process.

The IDNR-DFW responded on May 31, 2023, with recommendations to limit wetland impacts and coordinate with the IDEM and USACE regarding required permits for unavoidable permanent or temporary wetland impacts (Appendix C, pages C-4 to C-5).

	<u>Presence</u>	<u>Impacts</u>
		Yes No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/>

Total terrestrial habitat in project area: 60 Acre(s)

Total tree clearing: 3.60 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 the desktop review, site visits conducted on April 18 and 19, 2023 and August 9, 2023, by Metric Environmental, and a review of the aerial photograph (Appendix B, page B-3), the predominant land use in the project area consists of agricultural and pasture fields. The dominant vegetation along the immediate project limits consists of red fescue (*Festuca rubra*), red clover, (*Trifolium pratense Fabales*), tall false rye grass (*Schedonorus arundinaceus*) and Kentucky bluegrass (*Poa pratensis*). Approximately 60 acres of terrestrial habitat including maintained roadside grass, and the existing rest area facility footprint will be impacted to reconstruct the rest area. Approximately 3.60 acres of trees will be removed to reconstruct the rest area.

The dominant tree species located within the 10.21 acre wooded parcel northeast of the rest area consist of sugar maple (*Acer saccharum*), American beech (*Fagus grandifolia*), American basswood (*Tilia americana*), Northern Red Oak (*Quercus rubra*), American hornbeam (*Carpinus caroliniana*), and Pignut hickory (*Carya glabra*). All efforts to minimize terrestrial impacts were considered during the design phase of the project. The construction limits have been reduced to the extent that is practical to reconstruct the project areas while limiting terrestrial disturbance. All disturbed areas will be stabilized, graded and re-seeded per INDOT standard specifications. No terrestrial habitat restoration or mitigation will be necessary.

The IDNR-DFW responded on May 31, 2023, with recommendations to minimize terrestrial impacts including revegetating all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) sedges, and wildflowers native to Northern Indiana as soon as possible upon project completion. The IDNR-DFW also recommended that appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from leavening the construction area and maintaining these measures until construction is complete and all disturbed areas are stabilized (Appendix C, pages C-4 to C-5). All applicable recommendations are provided in the *Environmental Commitments* section of this document.

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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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Migratory Birds

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

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

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, pages E-1 to E-8) completed by Metric on July 5, 2023, the IDNR Wayne County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated May 31, 2023 (Appendix C, pages C-4 to C-5), the Natural Heritage Program's Database has been checked, and no threatened, endangered or rare plant or animal species have been documented within 0.5 mile of the project area. An INDOT 0.5-mile bat review occurred on August 15, 2023. The review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula and capture sites found no documented sites within 0.5 mile of the project area.

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-6 to C-18). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*), the federally endangered Northern long-eared bat (NLEB) (*Myotis septentrionalis*) and the proposed endangered Tricolored bat (*Perimyotis subflavus*). The project is also within the range of the Monarch Butterfly (*Danaus plexippus*); however, no critical habitat has been designated for this species and it's considered a candidate species for future listing. The Whooping Crane (*Grus americana*) was also listed; however, the bird species is classified as experimental/non-essential. No additional species were found within or adjacent to the project area, other than the Indiana bat, Tricolored bat, and the Northern long-eared bat.

Based on tree clearing beyond 300 ft. from the existing pavement/roadway this project does not qualify for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*. Four existing buildings and two picnic shelters will be removed to reconstruct the rest area. The buildings were inspected for bats on May 22, 2023, and no bats or signs of bats were observed. A standard informal consultation letter was prepared by Metric Environmental. INDOT reviewed the standard coordination letter and submitted to USFWS for review to USFWS on December 7, 2023. On December 7, 2023, USFWS issued a concurrence letter with the "Not Likely to Adversely Affect" finding (Appendix C, pages C-19 to C-25). Avoidance and Minimization Measures (AMMs) and/or commitments for the project include General AMM 1, Lighting AMMs 1 and 2, and Tree Removal AMMs 1-4. Additional AMMs include the following:

The Contractor shall not handle dead or injured bats, regardless of species, and any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect personnel from exposure to diseases, such as rabies. Project personnel shall ensure that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species shall be required in all cases to enable the Service to determine whether the level of incidental take exempted by the biological opinion, 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, shall promptly notify the USFWS Bloomington Field Office at (812) 334-4261.

USFWS Bridge/Structure Assessments are only valid for two years. If construction or demolition of the buildings begins after May 22, 2025, an inspection of the structures and/or small drainage structures by a qualified individual must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspections must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT Greenfield District Environmental Manager must be contacted immediately.

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Consultation will be re-initiated if: more than 3.60 acres of trees are to be cleared; new information about listed species is encountered; new species are listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the project information. All AMMs are included as firm commitments in the *Environmental Commitments* section 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.

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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

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-2) there are no karst features identified within or adjacent to the project area. In the early coordination response April 30, 2023, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages C-26 to C-27).

The IGWS did identify geological hazards including a moderate liquefaction potential, a low potential for bedrock and sand and gravel resources. No documented active or abandoned mineral resource extraction sites are documented within the search radius. The aforementioned geological features will not be affected because the scope of work will not involve deep excavation (i.e., greater than 5 feet below ground surface). Response from IGWS has been communicated with the designer on April 30, 2023. 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)

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

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 Wayne County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

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The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on October 3, 2023, by Metric Environmental. The project site is not located within a Wellhead Protection or Source Water Protection Area. No impact is expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on October 3, 2023, by Metric Environmental. Approximately ten drinking water wells are mapped within 0.5 mile of the project site. There are two water wells located at the project site, according to the IDNR Water Well Database. These wells will be properly abandoned as part of the rest area reconstruction. The remaining wells located beyond the rest area facility will not be affected because of their distance from the project site and there being no excavation deeper than approximately 5 ft. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review, a site visit on April 18 and 19 and August 9, 2023, by Metric Environmental, the aerial map of the project area (Appendix B, page B-3), this project is located where there is a public water system. The Town of Centerville provides drinking water and sewer utilities for the Welcome Center. The existing drinking water and sewer line connections provided by the Town of Centerville will be reconstructed and reconnected as part of the proposed improvements. The Welcome Center will be the only property affected by the proposed utility reconstruction/reconnection. Private customers provided water/sewer services via the Town of Centerville are not anticipated to be impacted by project activities.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Metric Environmental on October 3, 2023, and the RFI report, this project is not located within an Urban Area Boundary. No impact is expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Floodplains			
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, indicate the Floodplain Level?			
Level 1 <input type="checkbox"/>	Level 2 <input type="checkbox"/>	Level 3 <input type="checkbox"/>	Level 4 <input type="checkbox"/> Level 5 <input type="checkbox"/>

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.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website <https://indnr.maps.arcgis.com/> was accessed by Metric Environmental on July 9, 2023. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain map (Appendix F, page F-24). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

Total Points (from Section VII of CPA-106/AD-1006*) 120
**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 conducted on April 18 and 19 and August 9, 2023, by Metric Environmental, and a review of the aerial photograph of the project area (Appendix B, page B-3) the project will convert less than 0.004 acre of farmland as defined by the Farmland Protection Policy Act. This estimate differs from the amount of acquired right-of-way categorized as farmland, due to the definition of prime farmland by the Farmland Protection Policy Act. Prime farmland is defined by soil type and not the current land use.

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An early coordination letter was sent on November 29, 2023, to the Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 120 on the AD 1006 Form (Appendix C, page C-30). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without re-evaluating 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:

	ESD Approval Date(s)	SHPO Approval Date(s)
<input checked="" type="checkbox"/>	August 30, 2023	September 29, 2023
<input checked="" type="checkbox"/>	August 30, 2023	September 29, 2023
<input checked="" type="checkbox"/>	July 25, 2023	August 23, 2023
<input checked="" type="checkbox"/>	July 25, 2023	August 23, 2023
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		

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.

Area of Potential Effect:

Qualified professionals working for Metric and meeting the Secretary of the Interior's Professional Qualifications Standards defined an Area of Potential Effect. The Area of Potential Effects (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. The APE is influenced by the scale and nature of an undertaking. . ." (36 CFR 800.9(a)), which includes all locations where the project may result in disturbance of the ground; all locations from which elements of the project may be visible or audible; all locations where activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to elements of the project.

The APE was determined upon the project scope that includes demolition of existing buildings and tree removal, construction of new structures, and landscaping elements. Based upon the nature and scale of this undertaking, the APE for this project extends approximately 1,000 ft. beyond the project termini on I-70 and 500 ft. south of I-70. On the north side of I-70 the project limits vary due to the irregular project footprint. The APE limits on the north side of I-70 are approximately 500 feet west, 1,080 ft. north, and 2,500 ft. east of the project limits. The APE for archaeology was the project footprint. Please refer to Appendix D, page D-23 for maps of the project area and the APE.

Coordination with Consulting Parties:

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), individuals and groups with a demonstrated interest in the undertaking were invited to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

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The Indiana State Historic Preservation Officer is housed in the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (SHPO/DNR-DHPA) and is automatically considered a consulting party for federally funded transportation projects due to its mandated or designated role as specified in 36 C.F.R. § 800.2. In addition to the SHPO, the parties listed below were invited to participate as consulting parties for this undertaking.

Invited Consulting Parties	Accepted/Declined Invitation to Participate
Indiana SHPO	Accepted 6/5/2023
Wayne County Historian	None Received
Clay Township Historical & Preservation Society	None Received
Wayne County Genealogy Society	None Received
Wayne County Historical Museum	None Received
Western Wayne Heritage, Inc.	None Received
Indiana Landmarks – Eastern Regional Office	None Received
Main Street Richmond	None Received
Wayne County Commissioners	None Received
Wayne County Highway Superintendent	None Received
Wayne County Highway Engineer	None Received
Eastern Shawnee Tribe of Oklahoma	None Received
Miami Tribe of Oklahoma	Accepted 5/25/2023
Peoria Tribe of Indians of Oklahoma	None Received
Pokagon Band of Potawatomi Indians	None Received
Shawnee Tribe	None Received
Delaware Tribe of Indians	None Received

The Early Coordination Letter (ECL) was sent to the SHPO and the other non-Tribal consulting parties on May 9, 2023, (Appendix D, pages D-44 to D-46). On May 9, 2023, the INDOT-CRO emailed the ECL to Tribal consulting parties (Appendix D, pages D-50 to D-51). All parties were requested to indicate whether they agreed or did not agree to participate as a consulting party within thirty (30) days of receipt of the invitation. It was noted that if the invited consulting party did not reply, they would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed.

In a letter dated May 25, 2023, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that they offer no objection to the project. They request immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation ACT (NAGPRA) or archaeological evidence is discovered (refer to Appendix D, page D-52). In a letter dated June 5, 2023, the SHPO acknowledged receipt of the ECL and noted they were not aware of any further stakeholders who should be invited to be consulting parties (Appendix D, page D-53). No other replies were received in response to the ECL.

Historic Properties:

To determine the presence of historic properties within the project's APE, a historic property short report (HPSR) was prepared by Metric Environmental, LLC (Vorndran, June 2023). Vorndran is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

Efforts to identify historic properties in the APE included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), the INDOT-Cultural Resources Office (CRO) Public Web Map App, a review of the *Wayne County Interim Report: Indiana Historic Sites and Structures Inventory* (IHSSI) (2001 Historic Landmarks Foundation of Indiana), historical/architectural and archaeological fieldwork, and communication with consulting parties. Sources of information examined included NRHP listings, Indiana Register of Historic Sites and Structures (IRHSS) listings, the Indiana Historic Bridge Inventory, archaeological site maps, cultural resources management reports, and cemetery records. There are no NRHP-listed properties within the APE. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP. Excerpts of the HPSR are provided in Appendix D, pages D-35 to D-37.

Archaeology:

An Archaeological Short Report (ASR) was prepared by Metric Environmental, LLC, (Snell, June 2023). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

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A literature review of the SHAARD database indicated that there are eighteen previously recorded archaeological sites within the 0.5 miles of the boundary of the project area. No previously inventoried archaeological sites are located within the project area. ASR recommended the project be allowed to proceed with no additional work. Excerpts of the ASR are provided in Appendix D, pages D-39 to D-41.

A letter distributed on July 25, 2023, notified consulting parties that an HPSR and an archaeology report (Tribes only) was available for review and comment via INDOT's Section 106 document posting website INSCOPE (Appendix D, page D-60). In a letter dated August 23, 2023, the SHPO provided comments regarding the HPSR and the ASR (Appendix D, pages D-61 to D-62). The SHPO concurred with the size of the proposed APE and agreed with the conclusions of the HPSR that there are no historic properties listed in or eligible for the NRHP within the project's APE. In the same letter, the SHPO also concurred with the ASR that no further archaeological work is necessary for this project. No other responses were received.

The dates on the cover pages of the ASR and the HPSR in Appendix D of this document do not reflect the dates of the final approved reports. However, the conclusions and recommendations of the reports remain effective and do not alter or invalidate the "No Historic Properties Affected" finding that SHPO concurred with on September 29, 2023 (INDOT CRO email, Appendix D, page D-67).

Documentation, Findings:

On August 30, 2023, the INDOT CRO approved the APE and issued a "No Historic Properties Affected" finding for this project (Appendix D, Page D-1 to D-5). Following this finding, the effect documentation was provided to the SHPO for a 30-day review and comment period. On September 29, 2023, the Indiana SHPO responded and concurred with the "No Historic Properties Affected" finding (Appendix D, pages D-63 to D-64). No other responses were received.

The previously referenced "Blue Star Memorial Highway" marker will be identified on the project's demolition plans with the following text: "Existing Historical Marker to be Removed and Relocated." Prior to construction, the marker will be removed by INDOT staff and placed in storage at the INDOT Greenfield District Office's location in Greenfield, Indiana. The marker will be reinstalled on the grounds of the new Welcome Center by INDOT staff before its re-opening. The marker's removal, storage and reinstallation is included as a firm commitment in the *Environmental Commitments* section of this document.

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. A legal notice was published in the *Palladium Item* on September 5, 2023, with a 30-day comment period. The 30-day deadline for comments was October 5, 2023. No comments were received by the 30-day deadline. A copy of the legal notice and the publisher's affidavit are provided in Appendix D, pages D-65 to D-67. No comments were received from the public in response to the notice. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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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	<input type="text"/>	<input type="text"/>	<input type="text"/>
Publicly owned recreation area	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (school, state/national forest, bikeway, etc.)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="text"/>	<input type="text"/>	<input type="text"/>
National Natural Landmark	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Wildlife Area	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Nature Preserve	<input type="text"/>	<input type="text"/>	<input type="text"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="text"/>	<input type="text"/>	<input type="text"/>

Evaluations Prepared

Programmatic Section 4(f)	<input type="text"/>
“De minimis” Impact	<input type="text"/>
Individual Section 4(f)	<input type="text"/>
Any exception included in 23 CFR 774.13	<input type="text"/>

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 photograph of the project area (Appendix B, page B-3), the RFI report (Appendix E, page E-2) and the HPSR (Appendix D, pages D-35 to D-37) there are no sites that would be afforded protection under Section 4 (f) located within or adjacent to the project area. According to additional research and site visits conducted on April 18 and 19 and August 9, 2023, by Metric Environmental, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
Section 6(f) Involvement			
Section 6(f) Property	<input type="text"/>	<input type="text"/>	<input type="text"/>

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 US 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 Section 6(f) properties on the INDOT ESD website revealed three properties in Wayne County that have received LWCF funding (Appendix I, page I-21). None of these properties are located within or adjacent to the project area. Therefore, there will be no impact 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
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Location in STIP: Page 292
 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 ☐

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 initial Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1). An amendment (A22-02) to the FY 2024-2028 STIP was approved by FHWA on December 7, 2023 (Appendix H, page H-2).

The project is located in Wayne County, which is currently in attainment for all criteria pollutants according to the Environmental Protection Agency (EPA) Greenbook website's Indiana Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants list (https://www3.epa.gov/airquality/greenbook/anayo_in.html). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

The purpose of this project is to enhance the amenities at the Welcome Center while maintaining the parking needs for trucks and passenger vehicles that reflect INDOT's comprehensive "Rest Area and Truck Parking Plan". This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION G - NOISE

Noise

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? Yes ☐ No ☒

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?
- 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)

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

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.

The US Department of Housing and Urban Development (HUD) was consulted as part of the early coordination process regarding possible regional, community or neighborhood factors associated with this project. No response was received. On August 23, 2023, Metric Environmental conducted an on-line review of the Indiana Festivals website <https://www.indianafairsandfestivals.org/>. There are no events identified within or near the project area that would be potentially impacted during construction of the project. No impact is expected.

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, such as installing curb ramps at intersections, making a web site accessible for persons with low vision, ensuring public meetings are fully accessible to persons with disabilities and other related issues. Wayne County has an approved ADA transition plan, and the proposed project includes ADA compliant design components as described in the preferred alternative.

This project will not change the general development patterns, population density, or residential or commercial growth rate of the project area. Furthermore, there will be no permanent impacts to community cohesion, local mobility, access, pedestrian or motorist safety or emergency services as a result of the project. The project will not have any adverse impacts on the local tax base or property values.

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, a review of the aerial photograph of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-2), there are no public facilities located within the 0.5 mile search radius. The site visits conducted on April 18 and 19 and August 9, 2023, by Metric Environmental confirmed that there are no public facilities located within or adjacent to the project area, therefore, no impacts are expected. The Welcome Center is a public facility and the closure of the facility during construction may result in some disruption for traveling motorists. Signs announcing the closure will be posted on I-70 WB alerting motorists to alleviate potential disruptions. The rest area will be closed for approximately from Summer 2024 to Summer 2026.

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. Coordination with the local utilities is ongoing.

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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

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.

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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 right-of-way. This project will require approximately 10.21 acres of new, additional permanent right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Wayne County, Indiana. The communities that overlap the project area are called the affected communities (ACs). In this project, the AC is Census Tract 105 located within Wayne County, Indiana. An AC has an environmental justice (EJ) population of concern if the minority or low-income populations are more than 50% or 125% compared to the COC. Data from the 2021 American Community Survey (ACS) 5 year estimates was obtained from the US Census Bureau on October 10, 2023, by Metric Environmental. The data collected for minority and low-income populations within the AC and COC are summarized in the below table.

US Census Bureau American Community Survey 5 year Estimates (2021)	COC Wayne County	AC Census Tract 105
LOW-INCOME		
Population for whom poverty status is determined: Total	63,577	2,190
Population for whom poverty status is determined: Income in 2021 below poverty level	10,429	154
Percent Low-Income (Income in 2021 below poverty level)	16.40%	7.03%
125 Percent of COC (125 x COC Percent Low-Income)	20.50%	AC < 125% COC
Low-Income EJ Impact		No
MINORITY		
Total Population: Total	66,588	2,225
Not Hispanic or Latino	64,429	2,224
White alone	58,096	2,138
Black or African American alone	2,903	4
American Indian and Alaska Native alone	34	0
Asian alone	817	20
Native Hawaiian and Other Pacific Islander alone	5	0
Some other race alone	285	0
Two or more races	2,289	62
Hispanic or Latino	2,159	1
Number Non-white/minority	8,492	87
Percent Non-white/Minority (Total population-white alone)	12.75%	3.91%
125 Percent of COC (125 x COC Percent Non-white/Minority)	15.94%	AC < 125% COC
Minority EJ Impact		No

The AC, Census Tract 105 has a percent minority of 3.91% which is below 50% and below the 125% COC threshold. Therefore, the AC does not have a minority population of EJ concern compared to the COC. The AC, Census Tract 105 has a 7.03% low-income population which is below 50% and below the 125% COC threshold. Therefore, the AC does not have a low-income population of EJ concern compared to the COC. No further EJ analysis is warranted. The EJ data is provided in Appendix I, pages I-17 to I-20

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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
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 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.

No relocations of people, businesses or farms will be necessary to complete the proposed project.

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?

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): July 5, 2023

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 July 5, 2023, by Metric Environmental and INDOT Site Assessment and Management (SAM) provided their concurrence on July 5, 2023 (Appendix E, page E-4).

One NPDES facility is located within 0.5 mile of the project area. This site will not impact the project. 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)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

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

Mitigation Required

<input checked="" type="checkbox"/>

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

<input type="checkbox"/>

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

The project will require a Construction Stormwater General Permit (CSGP) permit, formally known as a Rule 5 permit, due to the disturbance of more than 1.0 acre of land. The permanent wetland impacts will likely require an IDEM Section 401 Isolated Wetland Permit in addition to a USACE Section 404 Regional General Permit (RGP) / IDEM Section 401 RGP. Any required mitigation for the permanent wetland impacts will be determined via the ongoing permit development process.

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 the 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. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT EWPO)
4. 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)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cutoff2 lens lights (with same intensity or less for replacement lighting); or for those transportation the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
7. 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)
8. Tree Removal AMM 2: Apply time of year restrictions (October 1 - March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR/DFW)
9. 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)
10. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 mile of roosts or documented foraging habitat at any time of year. (USFWS)
11. A "Reinitiation Notice" is required if: more than 3.60 acres of trees are to be cleared; the amount or extent of incidental take of Indiana 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 project information. (USFWS)

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12. The Contractor shall not handle dead or injured bats, regardless of species, and any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect personnel from exposure to diseases, such as rabies. Project personnel shall ensure that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species shall be required in all cases to enable the Service to determine whether the level of incidental take exempted by the biological opinion, 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, shall promptly notify the USFWS Bloomington Field Office at (812) 334-4261. (USFWS)
13. Wetlands B and D will be partially permanently impacted by the proposed improvements and Wetland E will be entirely permanently impacted. Wetlands A, C, F and G will not be impacted permanently or temporarily. Wetlands A, C, F and G will be marked on the plans as "Do Not Disturb". The portions of Wetlands B and D not to be impacted by the project will also be marked on the plans as "Do Not Disturb". (INDOT ESD)
14. The "Blue Star Memorial Highway" marker will be identified on the project's demolition plans with the following text: "Existing Historical Marker to be Removed and Relocated." Prior to construction, the marker will be removed by INDOT staff and placed in storage at the INDOT Greenfield District Office's location in Greenfield, Indiana. The marker will be reinstalled on the grounds of the new Welcome Center by INDOT staff before its re-opening. (SHPO)
15. USFWS Bridge/Structure Assessments are only valid for two years. If construction or demolition of the buildings begins after May 22, 2025, an inspection of the structures and/or small drainage structures by a qualified individual must be performed. Inspection of the structures should check for presence of bats/bat indicators and/or presence of birds. The results of the inspections must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT Greenfield District Environmental Manager must be contacted immediately. (INDOT, Greenfield District)

For Further Consideration

16. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)
17. Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1 inch to 2 inches in dbh, for each tree which is removed that is 10 inches dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed. (IDNR)

APPENDICES

APPENDIX A: INDOT Supporting Documentation

- CE Threshold Chart A-1

APPENDIX B: Graphics

- Project Location Map B-1
- USGS Topographic Map B-2
- Aerial Photograph B-3
- Ground Level Photographs B-4
- Design Plans B-8

APPENDIX C: Early Coordination

- Sample Early Coordination Letter C-1
- Early Coordination Recipients List C-3
- IDNR-DFW Response C-4
- USFWS Official Species List C-6
- USFWS Concurrence Verification C-19
- Indiana Geological and Water Survey Response C-26
- INDOT, Office of Aviation C-28
- Natural Resources Conservation Service C-29

APPENDIX D: Section 106 of the National Historic Preservation Act

- No Historic Properties Effectuated Finding D-1
- Area of Potential Effect Map D-9
- Historic Properties Report Excerpts D-35
- Archaeological Short Report Excerpts D-39
- Consulting Parties List D-43
- Early Coordination Letter D-44
- SHPO Response to Early Coordination D-53
- SHPO Approval of HPR and Archaeological Report D-61
- SHPO Approval of Effect Determination Finding D-63
- Effect Determination Publishers Claim D-65
- INDOT Cultural Resources Office Note to File D-67

APPENDIX E: Red Flag and Hazardous Materials

- Red Flag Investigation E-1
- Red Flag Maps E-6

APPENDIX F: Water Resources

- Waters Determination Report F-1
- NWI Wetland Inventory Map F-23
- IDNR Floodway Map F-24
- Waters Delineation Maps F-27

APPENDIX G: Public Involvement

- Notice of Survey Letter G-1

APPENDIX H: Air Quality

- INDOT FY 2024-2028 STIP Listings H-1
- INDOT FY 2022-2026 STIP Amendment H-3

APPENDIX I: Additional Studies

- MAP 21 CE I I-1
- Environmental Justice Documentation I-17
- LWCF Project List for Wayne County I-21

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	-	-
Relocations⁶	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 ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
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 ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level <ul style="list-style-type: none"> • 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 If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ 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.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ 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.

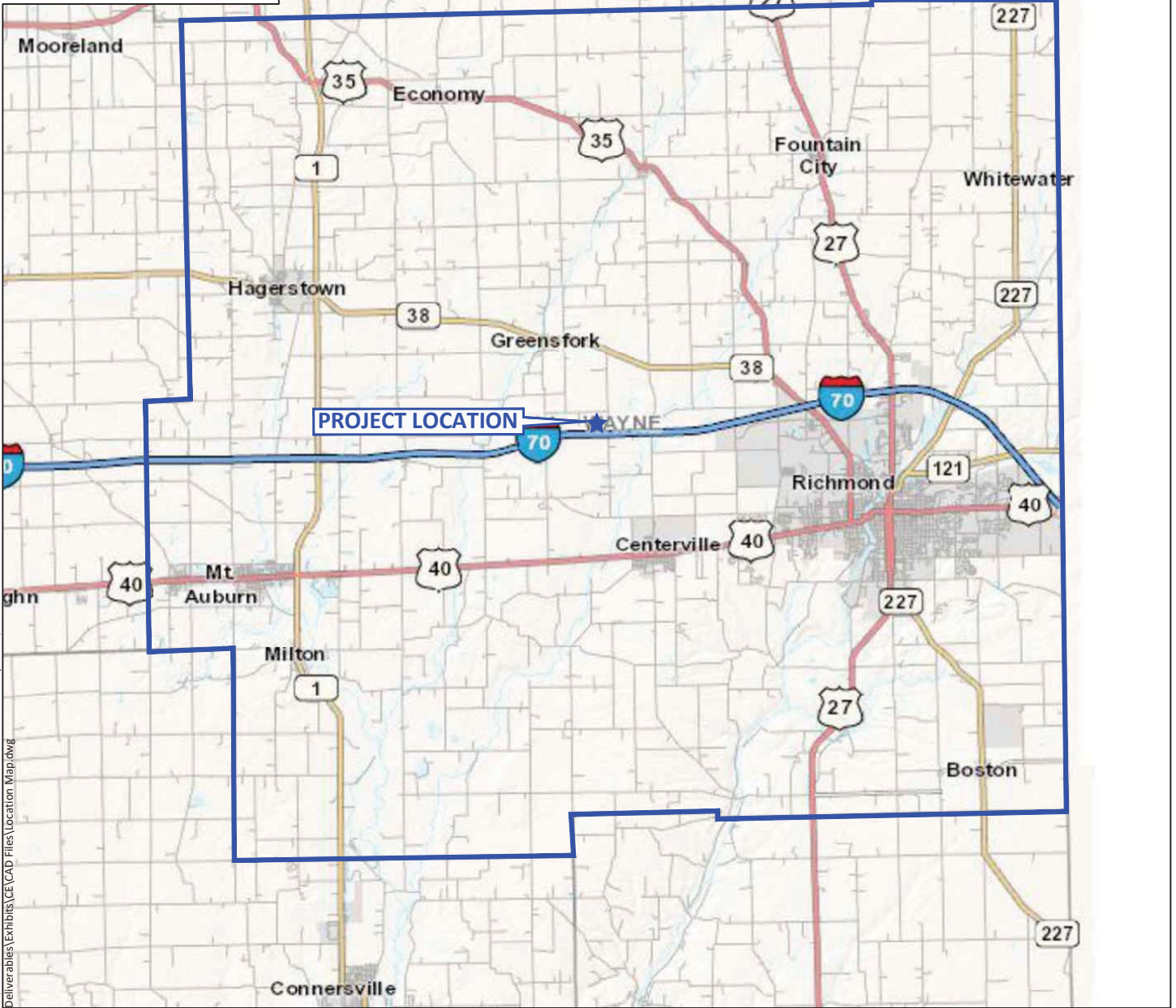
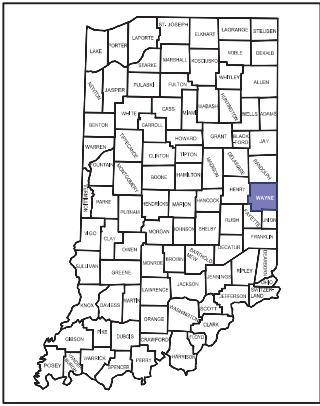
¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

APPENDIX B

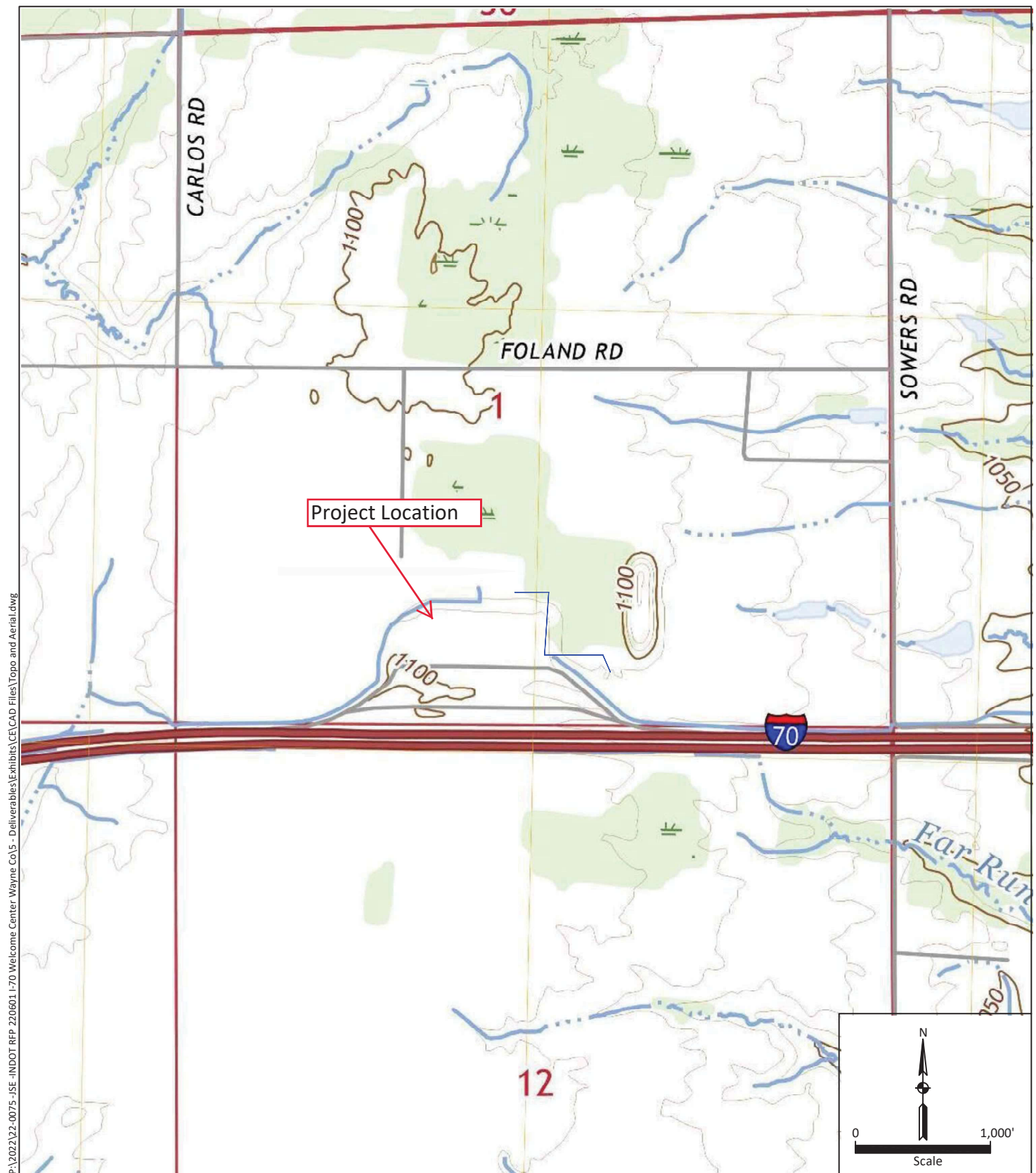
Graphics



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Source: <http://maps.indiana.edu/>

<p>Project Location Map</p> <p>Centerville Welcome Center Rest Area Modernization Des No. 2000500 Westbound I-70 at Mile Marker 143 Wayne County, Indiana</p>	<p>All locations approximate</p> <div data-bbox="1062 1801 1182 1995"> </div>	<div data-bbox="1252 1801 1528 1869"> </div> <p> Drawn by: <u>ILJ</u> Checked by: <u>SC</u> Approved by: <u>LBH</u> Date: <u>January, 2023</u> </p>
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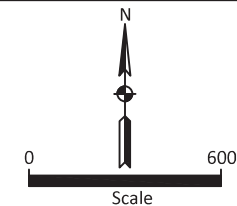


Source: <https://beacon.schneidercorp.com/Application.aspx?AppID=402&LayerID=6170&PageTypeID=1&PageID=3300>

2021 Aerial Photograph

Centerville Welcome Center Rest Area Modernization
Des No. 2000500
Westbound I-70 at Mile Marker 143
Wayne County, Indiana

Note: All locations are approximate



Drawn by: ILJ
Checked by: SC
Approved by: LBH
Date: January, 2023



Photo 1. View of the Centerville Welcome Center looking north from the car parking lot



Photo 2. View of the Centerville Welcome Center looking northeast from the car parking lot



Photo 3. View of I-70 facing south from the Centerville Welcome Center



Photo 4. View looking west from the Centerville Welcome Center car parking lot



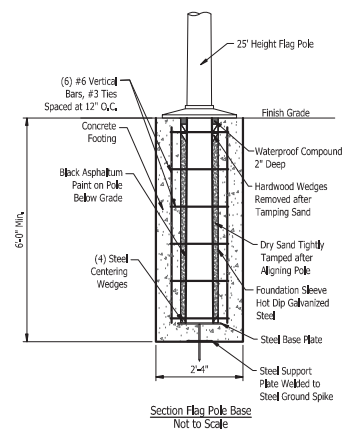
Photo 5. View of the truck parking lot looking northeast from the Centerville Welcome Center



Photo 6. View looking southeast from the Centerville Welcome Center car parking lot



Photo 7. View of wooded area northeast of the Welcome Center looking east from the truck parking lot



- | | | | | |
|--|--|---|---|--|
| <p>A1 10 inch, QC/QA PCCP on 300/sy's QC/QA+MA, 4, 76, Intermediate, OG 150mm, on 6 inch Compacted Aggregate No. 53, on Geotextile for Pavement, Type 2B, on Subgrade Treatment, Type IBC</p> | <p>B1 140/sy's HMA Surface, Type B on 220/sy's HMA, Intermediate, Type B on 6 inch Compacted Aggregate No. 53, on Subgrade Treatment Type III, 6" of soil compacted to the density and moisture requirement</p> | <p>F Sidewalk, Concrete, 6 Inch</p> <p>G Compacted Aggregate No. 53</p> <p>H Saw Cut</p> <p>I 6" Underdrain</p> | <p>J Guardrail, MGS, W-Beam</p> <p>K Guardrail, MGS, W-Beam, End Treatment, Type OS</p> <p>L Guardrail, MGS, W-Beam, Cable Terminated Anchor</p> <p>M Concrete Curb, Integral, 6 Inch</p> | <p>N Concrete Curb, Integral, 8 Inch</p> <p>O Concrete Curb Turnout</p> <p>P 48" Chain Link Fence</p> |
|--|--|---|---|--|



BSW	BACK OF SIDEWALK
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GROUND
FP	FINISHED PAVEMENT
FSW	FRONT OF SIDEWALK



STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM 1805 INDIANA GOVERNMENT CENTER 500111
46013-0517 WASHINGTON STREET
INDIANAPOLIS, INDIANA 46204
1-800-333-3886

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89006007-23-034-D1	
Expiration Number:	
Account Number:	
Design:	Drawing Code:
IID	####
Enrichment:	Drawing Scale:
PKA	1"=50'
DAFW Approval:	
Client Approval:	
Reference Number:	
1394	
Building Reference:	
Drawing Number:	
C202	
Sheet:	24 of 84

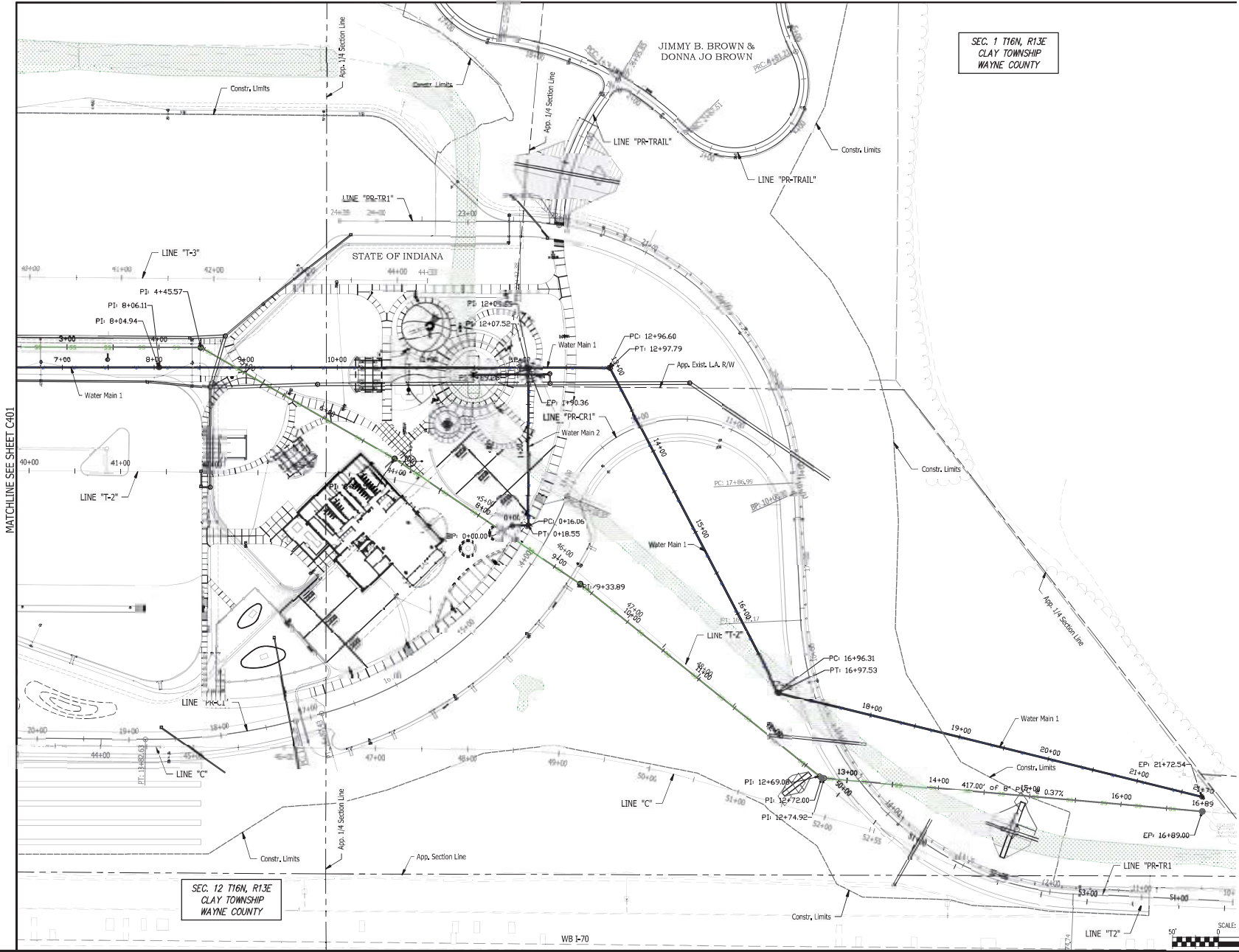
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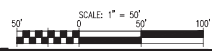
MATCHLINE SEE SHEET C402

SEC. 1 T16N, R13E
CLAY TOWNSHIP
WAYNE COUNTY



SEC. 12 T16N, R13E
CLAY TOWNSHIP
WAYNE COUNTY

WB 5-70



Created by: 8/20/2017

JSE
JENSEN & SPANGLER ENGINEERS
jseinc.com
101 North Oak Court, Suite 100, B-101
Chicago, IL 60607

KRM
KRM & ASSOCIATES
1500 N. Dearborn Street
Chicago, IL 60610

RATIO
LANDSCAPE ARCHITECTURE
3019 North Dearborn Street, Suite 100
Chicago, IL 60610
T: 312.467.2389
www.ratioinc.com

Applied

PUBLIC WORKS PROJECT NO. 89066007-23-034-01
CENTERVILLE WELCOME CENTER
CENTERVILLE, INDIANA

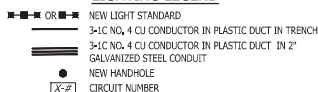
STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM 300 INDIANA GOVERNMENT CENTER SOUTH
INDIANAPOLIS, INDIANA 46204
31-000000

Project Number:	89066007-23-034-01
Project Name:	
Account Number:	
Design ID:	0000
Design PKA:	1"=50'
Design Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C400
Sheet:	42 of 64

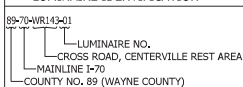
ITS LEGEND



LIGHTING LEGEND

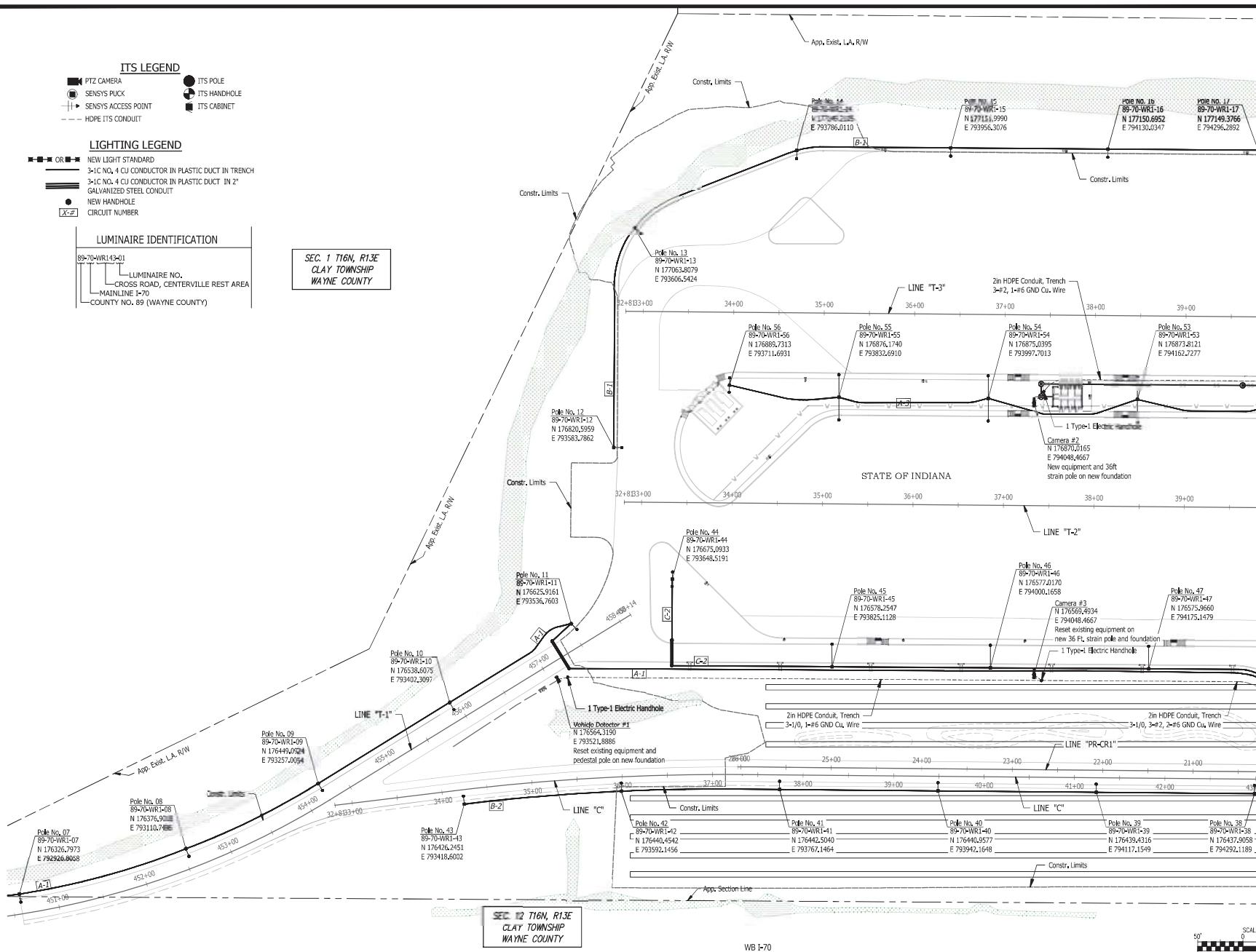


LUMINAIRE IDENTIFICATION

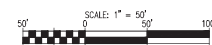


SEC. 1 T16N, R13E
CLAY TOWNSHIP
WAYNE COUNTY

SEC. 12 T16N, R13E
CLAY TOWNSHIP
WAYNE COUNTY



MATCHLINE SEE SHEET C600



Created by: 88006007

ISE
JANSEN & SPANIO ENGINEERS
jspanio.com
101 North Oak Court, Indianapolis, IN 46204

KRM
11501 N. Thompson Rd.
Indianapolis, IN 46240

RATO
LANDSCAPE ARCHITECTURE
3019 Monroe Street, Suite 500
Chicago, IL 60603
T: 312.467.2369
www.ratoind.com

Applied

PUBLIC WORKS PROJECT NO. 88006007-23-034-01
CENTERVILLE WELCOME CENTER
CENTERVILLE, INDIANA



STATE OF INDIANA
DEPARTMENT OF ADMINISTRATION
PUBLIC WORKS DIVISION
ROOM 800 INDIANA GOVERNMENT CENTER SOUTH
INDIANAPOLIS, INDIANA 46204
317-232-2000

Project Number:	88006007-23-034-01
Revision Number:	
Revision Description:	
Drawn By:	PKA
Checked By:	PKA
Scale:	1"=50'
Reference Number:	1394
Sheet:	52 of 64

JIMMY B. BROWN &
DONNA JO BROWN

STATE OF INDIANA

MATCHLINE SEE SHEET C600

Electric Handho

50' 0 50' 100'

SCALE: 1" = 50'

602
 51 of 84

APPENDIX C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

855-INDOT4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

Sample Early Coordination Letter

April 30, 2023

Re: Early Coordination
Des. No. 2000500
Project Number: 89006007-23-034-D1
Centerville Welcome Center
Mile Marker 143, Interstate 70 (I-70) Westbound
Wayne County, Indiana

Dear Agency:

The Indiana Department of Transportation (INDOT) with partial funding and oversight from the Federal Highway Administration (FHWA) intends to proceed with a Welcome Center reconstruction project, located in Wayne County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

The proposed undertaking is on I-70 westbound between US 35 and State Road 1 and is located at Mile Marker 143 in Clay Township, Wayne County, Indiana. The project area encompasses approximately 60 acres. Specifically, the project is located in Section 1, Township 16 North, Range 13 East of the Jacksonburg, Indiana 7.5-minute United States Geological Survey (USGS) topographic quadrangle. Land use in the project area beyond the paved and built areas consists of maintained grass. There is an existing wooded area located to the northeast of the Welcome Center. Land use beyond the Welcome Center consists of undeveloped agricultural land.

I-70 is classified as an Interstate Highway. The typical cross section of I-70 in the project area provides two, 12 ft. wide travel lanes in each direction, bordered by paved shoulders. A 60 ft. grassed median is provided between the eastbound and westbound lanes. The posted speed limit is 70 miles per hour (mph).

The need for this project is that the existing Welcome Center does not currently provide the desired amenities for travelers entering Indiana on westbound I-70. The existing Welcome Center was built in 2010 and provides 156 truck parking spaces and 97 passenger vehicle parking spaces. The Welcome Center does not provide the desired amenities for outdoor recreation or pet care. In addition, the Welcome Center does not offer the desired educational opportunities that aim to highlight the regional significance and historical contributions of the State of Indiana.

The purpose of this project is to improve and enhance the amenities provided at the Welcome Center outlined in INDOT's Comprehensive Rest Area Plan, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio.

The proposed improvements will include the construction of a new Welcome Center building while maintaining the existing parking spaces for both trucks and passenger vehicles. Additional amenities will include interpretive signage and interactive activities, improved pet care and picnic areas, and a walking trail. The proposed walking trail and picnic amenities would be constructed to the east of the new Welcome Center building, within an existing wooded area. The Welcome Center will be closed during the re-construction activities.

Tree removal will likely occur beyond 300 feet from the edge of I-70 pavement. Therefore, this project will not qualify for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat through USFWS's Information for Planning and Consultation (IPaC). The project will be entered into IPaC and a species list will be generated. A standard informal consultation letter will be prepared by Metric and reviewed and approved by INDOT prior to sending the letter packet to USFWS for review and approval.

Metric Environmental (Metric) will conduct a field investigation and develop a Waters of the U.S. Determination Report. Coordination with the INDOT Ecology and Waterways Permitting Office (EWPO) will be conducted and the appropriate Section 401 Clean Water Act permit applications will be prepared for any permanent and/or temporary impacts to Waters of the U.S.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Coordination with the INDOT Cultural Resources Office and the Indiana State Historic Preservation Officer (SHPO) will be ongoing as the Section 106 process advances.

If we do not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project. However, if you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Elayna Stoner, Project Manager, Metric Environmental, at elaynas@metricenv.com or write to her at 6958 Hillside Ct., Indianapolis, IN 46250. You can also contact Mr. Steve McAvoy, INDOT Statewide Facilities Director, at smcavoy@indot.in.gov, (317) 489-1955, or write to him at 100 North Senate Ave., IGC-N758-FM.

Thank you in advance for your input.

Sincerely,

Elayna Stoner

Elayna Stoner
Project Manager
Metric Environmental, LLC

Graphics included with this letter are provided in Appendix B of this document

Early Coordination Recipients

Federal Highway Administration
k.carmanygeorge@dot.gov

Indiana Geological and Water Survey
<https://igws.indiana.edu/eAssessment>

Indiana Department of Natural Resources
Division of Fish and Wildlife
environmentalreview@dnr.in.gov

National Parks Service
Midwest Regional Office
Mwro_Compliance@nps.gov

Wellhead Proximity Determinator
<https://www.in.gov/idem/cleanwater/pages/wellhead/>

US Department of Housing & Urban Development
Chicago Regional Office
erik.r.sandstedt@hud.gov

INDOT, Greenfield District
Environmental Section Manager
rbales@indot.in.gov

INDOT, Greenfield District
Project Manager
smcavoy@indot.in.gov

INDOT, Office of Aviation
TLewandowski@indot.IN.gov

United States Fish and Wildlife Service
Bloomington Field Office
Robin_mckilliams@fws.gov

Indiana Department of Environmental Management
JTurner2@idem.in.gov

Natural Resources Conservation Service
john.allen@usda.gov

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR#: ER-25584

Request Received: April 30, 2023

Requestor:

Elayna Stoner
Metric Environmental
6958 Hillsdale Court
Indianapolis, IN 46250

Project:

Centerville Welcome Center Reconstruction: construction of a new Welcome Center building, recreational areas, and a walking trail off I-70 WB, at Mile Marker 143 between US 35 and SR 1; Project #89006007-23-034-D1, Des #2000500

County/Site Info: Wayne County

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment:

Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database:

The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish and Wildlife Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <https://www.in.gov/nrc/files/IB-17.pdf>.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater

by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
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.
5. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
6. Do not use broken concrete as riprap.
7. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
8. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
9. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at mbuffington@dnr.in.gov or (317) 233-4666 if we can be of further assistance.

Matt Buffington
Matt Buffington
Environmental Unit Supervisor
Division of Fish and Wildlife

Date: May 31, 2023



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

September 01, 2023

Project Code: 2023-0124866

Project Name: Des. 2000500, Rest Area Modernization Project, Centerville Welcome Center,
Wayne County, Indiana

Subject: List of threatened and endangered species that may occur in your proposed project
location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/>

[s7process/index.html](https://www.fws.gov/s7process/index.html). This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both

migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

PROJECT SUMMARY

Project Code: 2023-0124866
 Project Name: Des. 2000500, Rest Area Modernization Project, Centerville Welcome Center, Wayne County, Indiana
 Project Type: Road/Hwy - Maintenance/Modification
 Project Description: The Indiana Department of Transportation, with funding from Federal Highway Administration, intends to proceed with a Rest Area Modernization project at the Centerville Welcome Center along Interstate 70 (I 70), Wayne County, Indiana (Des. No. 2000500).

The proposed undertaking is on I-70 westbound between US 35 and State Road 1 and is located at Mile Marker 143 in Clay Township, Wayne County, Indiana. The project area encompasses approximately 60 acres

The project is located at a welcome center on I-70 in Wayne County, north of Centerville. The welcome center is located at Mile Marker 143 along the westbound side of the highway. The preferred alternative for the project is to demolish and replace the existing Welcome Center and to reconfigure the parking lot, as well as to construct a handful of smaller ancillary buildings, and to add common and recreational areas. The proposed new Welcome Center building will be approximately 12,000 square feet. Other buildings to be constructed include two restroom facilities, a maintenance building, utility yard, picnic shelters, and a dumpster enclosure. Proposed new recreational features include walking paths through the wooded area in the parcel's northeast section, larger pet areas, and a half-size basketball court. No lane closures will be required on I-70; however, the welcome center will be closed to traffic during construction. A total 10.21 acres of new, permanent Right-Of-Way (ROW) will be needed from land northeast of the existing welcome center. Temporary lighting may be required during construction. New permanent light poles will be installed at the welcome center and rest area as part of this remodel.

There is suitable summer habitat located within the project area. It is anticipated that approximately 4.93 acres of trees will be removed from the project area during the inactive season for bats in spring 2024. Of the 4.93 acres, 0.99 acre is located within 100 to 300 feet of paved surface and the remaining 3.94 acres are located beyond 300 feet of paved surface. No trees will be removed from edge of pavement to 100 feet. The dominant tree species to be removed are sugar maple (*Acer saccharum*), American beech (*Fagus grandifolia*), American basswood (*Tilia americana*), and mixed hickory species (*Carya* species). Since trees will be impacted beyond 300 feet of edge of pavement, no in lieu payment to The Conservation Fund is anticipated.

A review of the U.S. Fish and Wildlife Service database on August 15, 2022 did not indicate the presence of endangered bat species within 0.5 mile of the project area; however, the project site is within a five-mile buffer of a maternity roost for the Indiana bat (*Myotis sodalis*). A total of four (4) buildings are located within the project area, including the Welcome Center Main Building, a maintenance building, and two (2) picnic shelters, and will be demolished as part of project construction. One (1) large power box, located between the west picnic shelter and the main building, will also be removed. An additional six (6) drainage pipe features will be impacted due to construction. Metric Environmental completed an inspection of the structures on May 22, 2023. No evidence of bat use was observed.

The project is scheduled to begin in July 2024 and be completed by June 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.8615213,-85.02514494199788,14z>



Counties: Wayne County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

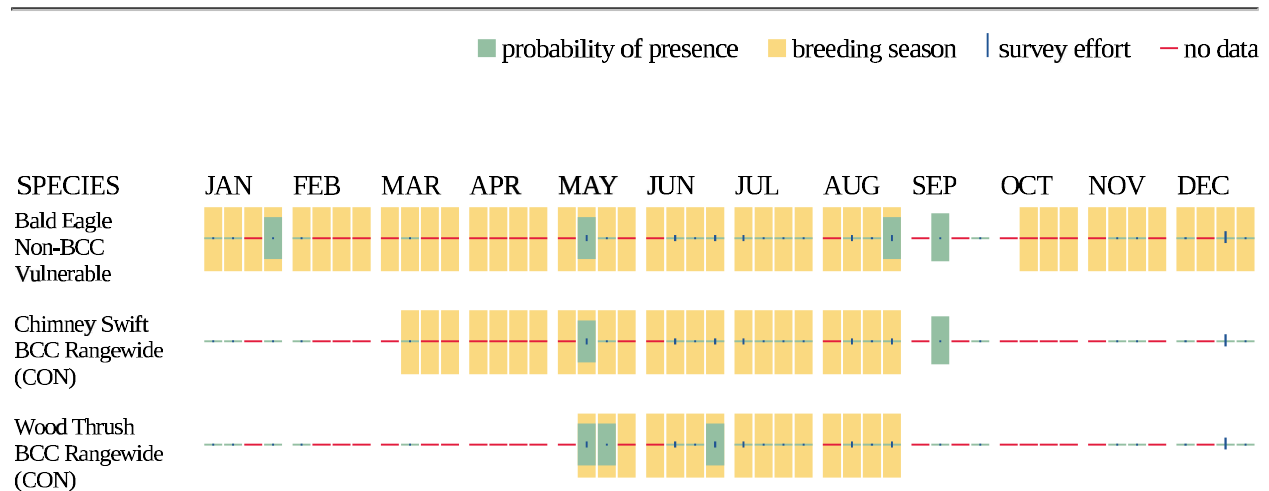
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in

the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Name: Jason Damm

Address: 6958 Hillside Court

City: Indianapolis

State: IN

Zip: 46250

Email: jasond@metricenv.com

Phone: 3176052392

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior

Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



December 7, 2023

In reply refer to:
USFWS 2023-0124866

Mr. Jason Damm
Metric Environmental, LLC
6958 Hillsdale Court
Indianapolis, IN 46250
(sent via email)

Subject: Des. No. 2000500, Rest Area Modernization Project, Centerville Welcome Center,
Interstate 70 (I-70), Wayne County, Indiana.

Dear Mr. Damm:

We received your letter and request for concurrence on a “not likely to adversely affect” determination for federally listed species and the above-mentioned project. We prepared these comments under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and to be consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973 as amended (16 U.S.C. 1531 et seq. [ESA]) and the U.S. Fish and Wildlife Service's (Service) Mitigation Policy.

PROPOSED ACTION

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA) proposes to modernize the Centerville Welcome Center along I-70 in Wayne County, Indiana. The preferred alternative for the project is to demolish and replace the existing Welcome Center and to reconfigure the parking lot, as well as to construct small ancillary buildings, and to add common and recreational areas. The proposed new welcome center building will be approximately 12,000 square feet. Other buildings to be constructed include two trucker restroom facilities, a maintenance building, utility yard, picnic shelters, and a dumpster enclosure. Proposed new recreational features include ten-foot-wide paved asphalt walking paths through the wooded area in the parcel's northeast section, larger pet areas, and a half-size paved asphalt basketball court. The project area encompasses approximately 60 acres. New, permanent lighting will be added throughout the new welcome center area. The forested walking path will have new, permanent lighting, a bench, and a trash receptacle installed. No tree removal is expected as part of the proposed walking path, although a total of 3.60 acres of overall tree removal is anticipated.

The project is planned to begin construction in July 2024 and be completed by June 2026. Tree removal will occur during the inactive season and will be completed prior to March 31, 2024. Due to tree-clearing beyond 300 feet from the edge of pavement, this project does not qualify for the FHWA, Federal Rail Administration (FRA), and Federal Transit Administration (FTA) Range-wide Indiana bat and Northern long-eared bat Section 7 Programmatic Consultation process.

The following commitments are proposed by INDOT as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to listed bat species:

1. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all environmental commitments, including all applicable AMMs.
2. Lighting AMM 1: Direct Temporary lighting away from suitable habitat during the active season.
3. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward facing, full cutoff 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, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
4. 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.
5. Tree Removal AMM 2: Apply time of year restrictions for tree removal (no removal from April 1 – September 30) when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
6. 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).
7. Tree Removal AMM 4: Do not remove:
 - documented Indiana bat or NLEB roosts that are still suitable for roosting; or
 - trees within 0.25 miles of roosts; or
 - documented foraging habitat any time of year.
8. Consultation will be re-initiated if: more than 3.60 acres of trees are to be cleared; new information about listed species is encountered; new species are listed or critical

habitat designated that the project may affect; the project is modified in a manner that causes an effect to listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the project information.

9. The Contractor shall not handle dead or injured bats, regardless of species, and any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect personnel from exposure to diseases, such as rabies. Project personnel shall ensure that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species shall be required in all cases to enable the Service to determine whether the level of incidental take exempted by the biological opinion, 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, shall promptly notify the Service's Indiana Field Office at (812) 334-4261.

THREATENED AND ENDANGERED SPECIES

As noted in your coordination letter, the proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB); there are multiple records of both species in Wayne and surrounding Counties.

The NLEB was listed as threatened under the ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) in April 2015. On March 31, 2023, the NLEB federal status was reclassified as endangered, primarily because of severe declines due to White Nose Syndrome. No critical habitat has been proposed.

NLEBs occur state-wide in Indiana. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches depth at breast height). Males and non-reproductive females may also roost in cooler places, like caves and mines. NLEBs are opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. They have also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). NLEBs forage for insects in upland and lowland woodlots and tree lined corridors. During the winter they predominately hibernate in caves and abandoned mine portals.

Indiana bats are also known to occur state-wide. They hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will also inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

OTHER SPECIES OF CONCERN

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the ESA. The Service has up to 12 months from the date the proposal was published to make a final determination, either to list the tricolored bat under the ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of White Nose Syndrome (WNS). Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and “take” will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: <https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus> and for more information on WNS, please see: <https://www.whitenosesyndrome.org/>.

STUDY AREA

The project is located along I-70 in Wayne County at mile marker 143, approximately 3.25 miles northeast of the Town of Centerville, Indiana. The project area includes grass and trees within approximately 60.0 acres. Adjacent land use includes primarily agricultural land with scattered woodlots. The far east (forested) portion of the project area contains an INDOT mitigation site. This mitigation was part of Des. 9407900 and 1382315 (LRL-2009-302-djd and 2009-180-89-JWR-A) stream mitigation that was created in anticipation of the original Centerville Rest Area construction.

PROJECT IMPACTS/EFFECTS

Forest

Total tree clearing for the project is projected to be 3.60 acres including: 0.50 acres within 100 feet from the roadway/edge of pavement (counting the active driving and parking areas), 1.17 acre between 100-300 feet from the roadway/edge of pavement, and 0.93 acre beyond 300 feet from the roadway/edge of

pavement. Tree clearing will occur during the inactive season between October and March to avoid direct take of roosting bats.

Streams/Wetlands

No streams were identified within the project survey limits although seven wetlands were identified during the field reconnaissance. The seven wetland features are likely not Jurisdictional Waters of the U.S.; however, the U.S. Army Corps of Engineers (USACE) will make all final determinations regarding jurisdiction. An estimated 0.701 acres of wetland impacts is anticipated. Impacts to wetland resources regulated by the U.S. Army Corp of Engineers and the Indiana Department of Environmental Management will be mitigated as appropriate.

Lighting/Noise

New, permanent lighting will be added throughout the new welcome center area. The forested walking path will also have new, permanent lighting. Proposed AMMs will reduce light impacts to surrounding habitat.

Noise and vibrations throughout the work areas may increase above current levels due to construction activities; however, these activities will be short term and limited in scope and not expected to affect habitat beyond the immediate surrounding area. No known roosting records are in the vicinity of the project and no impacts are anticipated from noise related stressors.

CONCLUSION

Based on the information we have reviewed, including the proposed avoidance and minimization measures such as seasonal tree-clearing activities and lighting restrictions, we concur that the proposed project is not likely to adversely affect the Indiana bat or NLEB. We also do not expect impacts to the tri-colored bat because of project activities.

This precludes the need for further consultation on this project as required under section 7 of the ESA. If, however, new information on endangered species or the extent of impacts at the site becomes available, or if project plans are changed significantly, please contact our office for further consultation. Additional general recommendations are attached.

We appreciate the opportunity to comment at this stage of project planning. If you have any questions about our recommendations, please contact Robin McWilliams Munson at Robin_Mcwilliams@fws.gov.

Sincerely,
**ROBIN
MCWILLIAMS-
MUNSON**

For Susan E. Cooper
Field Supervisor

Digitally signed by ROBIN
MCWILLIAMS-MUNSON
Date: 2023.12.07 13:10:11
-05'00'

Cc (via email):

Ron Bales, INDOT, Greenfield, IN

Sandy Bowman, INDOT, Indianapolis, IN

Jenni Curry, INDOT, Indianapolis, IN

ADDITIONAL RECOMMENDATIONS

We recommend the following additional measures be included in the final project plans (where applicable) to minimize adverse impacts on fish and wildlife resources:

1. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation occur along all impacted riparian areas, extending at least 50 feet (preferably 100) perpendicular from the streambank.
2. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.**)
3. Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible.
4. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable).
5. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
6. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
7. Culverts should span the active stream channel, should be either embedded or a 3-sided or open- arch culvert, and be installed where practicable on an essentially flat slope. When an open- bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
8. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Organization and Project Information

Project ID:

Des. ID: 2000500

Project Title: Centerville Rest Area Modernization Project

Name of Organization: Metric Environmental

Requested by: Elayna Stoner

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential

2. Mineral Resources:

- Bedrock Resource: Low Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

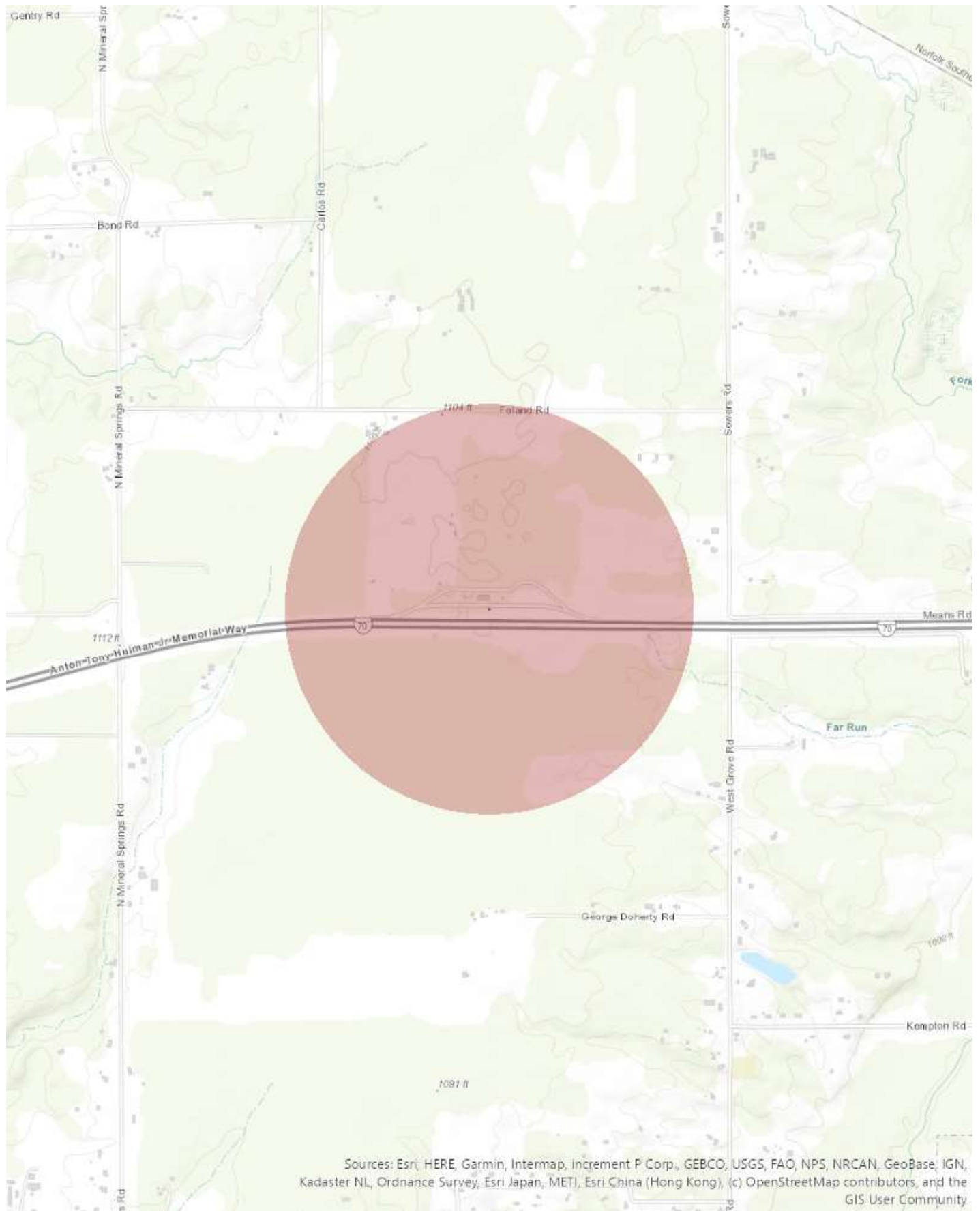
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: April 30, 2023



From: [Lewandowski, Tyler](#)
To: [Elayna Stoner](#)
Subject: RE: Des No. 2000500 _ Early Coordination _ Centerville Rest Area Improvement _ Wayne County Indiana
Date: Monday, May 1, 2023 10:07:26 AM
Attachments: [image002.png](#)
[image003.png](#)

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



From: Elayna Stoner <elaynas@metricenv.com>
Sent: Sunday, April 30, 2023 10:25 PM
To: DNR Environmental Review <environmentalreview@dnr.IN.gov>; McWilliams, Robin <robin_mcwilliams@fws.gov>; Lewandowski, Tyler <TLewandowski@indot.IN.gov>; Mcavoy, Steve <SMCAVOY@indot.IN.gov>
Cc: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Mwro_compliance@nps.gov; Erik.r.sandstedt@hud.gov; Bales, Ronald <rbales@indot.IN.gov>; Turner, James <JTurner2@idem.IN.gov>; Braun, Randy <RBRAUN@idem.IN.gov>
Subject: Des No. 2000500 _ Early Coordination _ Centerville Rest Area Improvement _ Wayne County Indiana

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Please see the attached early coordination letter regarding the proposed reconstruction of the Centerville Rest Area on I-70, west of Richmond.

Please let me know if there are questions or if you require additional information.

Thank you



Elayna Stoner

January 9, 2024

Elayna Stoner
Metric Environmental
6958 Hillsdale Court
Indianapolis, Indiana 46250

Dear Ms. Stoner:

The proposed Centerville Rest Area Reconstruction project, Wayne County, Indiana (Des. No. 2000500), as referred to in your letter received on November 29, 2023, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2024.01.10 09:22:07 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosures

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)					Date Of Land Evaluation Request	
Name of Project DES2000500 Centerville Welcome Center					Federal Agency Involved	
Proposed Land Use					County and State Wayne County, IN	
PART II (To be completed by NRCS)					Date Request Received By NRCS	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)					YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
					Acres Irrigated	Average Farm Size 213 ac
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 236170 % 91		Amount of Farmland As Defined in FPPA Acres: 18474⁹⁰% 71		
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 01/09/2024		
PART III (To be completed by Federal Agency)					Alternative Site Rating	
					Site A	Site B
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland					10.21	
B. Total Acres Statewide Important or Local Important Farmland					0.00	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					0.004	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					66	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					65	
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)					Maximum Points	
1. Area In Non-urban Use					(15)	10
2. Perimeter In Non-urban Use					(10)	0
3. Percent Of Site Being Farmed					(20)	5
4. Protection Provided By State and Local Government					(20)	0
5. Distance From Urban Built-up Area					(15)	8
6. Distance To Urban Support Services					(15)	10
7. Size Of Present Farm Unit Compared To Average					(10)	5
8. Creation Of Non-farmable Farmland					(10)	10
9. Availability Of Farm Support Services					(5)	2
10. On-Farm Investments					(20)	0
11. Effects Of Conversion On Farm Support Services					(10)	0
12. Compatibility With Existing Agricultural Use					(10)	5
TOTAL SITE ASSESSMENT POINTS					160	55
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)					100	65
Total Site Assessment (From Part VI above or local site assessment)					160	55
TOTAL POINTS (Total of above 2 lines)					260	120
Site Selected: Site A					Date Of Selection 1/24/2024	
					Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: Since this project score is less than 160, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives will be investigated without reevaluating impacts to prime farmland.						
Name of Federal agency representative completing this form:						Date:

(See Instructions on reverse side)

Form AD-1006 (03-02)

APPENDIX D
**Section 106 of the National Historic
Preservation Act**

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
CENTERVILLE WELCOME CENTER PROJECT
DES. NO.: 2000500; DHPA NO. 30765**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) was determined upon the project scope that includes demolition of existing buildings and tree removal, construction of new structures, and landscaping elements. Based upon the nature and scale of this undertaking, the APE for this project extends approximately 1,000 feet beyond the project termini on I-70 and 500 feet south of I-70. On the north side of I-70 the project limits vary due to the irregular project footprint. The APE limits on the north side of I-70 are approximately 500 feet west, 1,080 feet north, and 2,500 feet east of the project limits. The APE for archaeology was the project footprint. A map of the APE can be found in Appendix A.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains no properties listed, or eligible for listing, in the National Register of Historic Places (NRHP).

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

August 30, 2023

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
CENTERVILLE WELCOME CENTER PROJECT
DES. NO.: 2000500; DHPA NO. 30765**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the Centerville Welcome Center Project on westbound Interstate 70 (I-70) at Mile Marker 143 (Des. No. 2000500). The proposed undertaking is on I-70 westbound between United States Highway (US) 35 and State Road (SR) 1 and is located at Mile Marker 143 in Clay Township, Wayne County, Indiana. It is within the Wayne County, USGS Topographic Quadrangle, in Sections 1 and 12, Township 16 North, Range 13 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App). See Appendix A for maps of the project location.

The project area is located in a rural setting with a flat topography that includes active and inactive farmland and scattered wooded areas, including an 11-acre woods that lies approximately 700 feet away from the existing Welcome Center to its east and northeast. Buildings in the project area consist of single-family residential properties, outbuildings, and the Welcome Center property. The handful of houses in the APE date from c.1900 to present-day and each one retains outbuildings. The project area contains I-70 and local, two-lane rural roadways with no shoulders.

The existing westbound Centerville Welcome Center was built in 2010 and it is approximately 8,160 square feet. The facility provides 156 semi-truck parking spaces and 97 passenger vehicle parking spaces; six (6) of the 97 passenger vehicle parking spaces are accessible spots. Also on the property are a shed and a two-bay garage that were constructed c.2011, both located west of the Welcome Center. Ancillary structures on the property include two rectangular shelters with picnic tables on each side of the Welcome Center, and a Blue Star Memorial Highway marker dedicated to the United States (U.S.) Armed Forces located in front of the Welcome Center.

The purpose of this project is to retain the parking and to provide amenities at the Welcome Center that reflect the comprehensive "Rest Area and Truck Parking Plan" prepared by INDOT in December 2022, which provides guidelines for the future construction and maintenance of the agency's rest area portfolio. The Welcome Center does not currently reflect INDOT's need to create a destination for the traveling public. Additionally, the existing Welcome Center does not provide areas for recreation, play, and educational opportunities to highlight regional historical influences. The existing pet area is also inadequate.

The project's preferred alternative is to demolish and replace the existing Welcome Center and to reconfigure the parking lots, as well as to construct a handful of smaller ancillary buildings, and to add common and recreational areas. The proposed new Welcome Center building will be approximately 12,000 square feet. Other buildings to be constructed include two restroom facilities, a maintenance building, utility yard, picnic shelters, and a dumpster enclosure. Proposed new recreational features include walking paths through the wooded area in the parcel's northeast section, larger pet areas, and a half-size basketball court.

The project will require 10.21 acres of permanent right-of-way from a wooded parcel that is adjacent to the Welcome Center to the northeast (please refer to the enclosed aerial photograph with the right-of-way acquisition

area outlined in teal blue). A total of 4.93 acres of trees just east of the existing Welcome Center will be removed/cleared as part of this project -- 3.94 acres of which are within the 10.21-acre wooded parcel being acquired for right-of-way; the remaining 0.99 acre of trees to be removed are within the Welcome Center's existing right-of-way. The trees are being cleared for the construction of entrance roadways to the Welcome Center on new alignment, as well as paved sidewalk and walking paths, to be used by visitors to the new Welcome Center. The remaining 5.25 acres of the 10.21-acre wooded parcel will remain forested.

The new Welcome Center and all other planned buildings to be constructed for the project will be built on the parcel upon which the existing Welcome Center stands. No additional permanent or temporary right-of-way acquisition is anticipated, and no relocations are required for the project. The existing Welcome Center is estimated to be closed during construction from July 2024 to June 2026. The anticipated project letting date is May 2024.

The previously referenced "Blue Star Memorial Highway" marker will be identified on the project's demolition plans with the following text: "Existing Historical Marker to be Removed and Relocated." Prior to construction, the marker will be removed by INDOT staff and placed in storage at the INDOT Greenfield District Office's location in Greenfield, Indiana. The marker will be reinstalled on the grounds of the new Welcome Center by INDOT staff before its re-opening. The marker's removal and storage will be added to the project's environmental document as a firm commitment.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement in the project is funding received from the FHWA.

The Area of Potential Effects (APE) was determined based upon the project scope that includes demolition of existing buildings and tree removal, construction of new structures, and landscaping elements. Based upon the nature and scale of this undertaking, the APE for this project extends approximately 1,000 feet beyond the project termini on I-70 and 500 feet south of I-70. On the north side of I-70 the project limits vary due to the irregular project footprint. The APE limits on the north side of I-70 are approximately 500 feet west, 1,000 feet north, and 2,500 feet east of the project limits.

Please refer to Appendix A for maps of the project area and the APE, Appendix B for project plans, and Appendix C for project site photographs.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The Indiana State Historic Preservation Officer (SHPO) is entitled to participate in the Section 106 process as a consulting party. The following other individuals and organizations were invited by letter or email dated May 9, 2023 (refer to Appendix F, pages 43-51):

Wayne County Historian
Clay Township Historical & Preservation Society
Wayne County Genealogy Society
Wayne County Historical Museum
Western Wayne Heritage, Inc.
Indiana Landmarks – Eastern Regional Office
Main Street Richmond
Wayne County Commissioners

Wayne County Highway Superintendent
Wayne County Highway Engineer
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Delaware Tribe of Indians

In a letter dated May 25, 2023, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that they offer no objection to the project. They request immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation ACT (NAGPRA) or archaeological evidence is discovered (refer to Appendix F, page 52).

In a letter dated June 5, 2023, the SHPO acknowledged receipt of the ECL and noted they were not aware of any further stakeholders who should be invited to be consulting parties. Their office stated that if right-of-way is likely to be taken from a potentially historic property it would be advisable to invite the property owner to participate as soon as possible (refer to Appendix F, page 53).

No other replies were received in response to the ECL. All consulting parties' correspondence is located in Appendix F.

Efforts to identify historic properties in the APE included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), the INDOT-Cultural Resources Office (CRO) Public Web Map App, a review of the *Wayne County Interim Report: Indiana Historic Sites and Structures Inventory* (IHSSI) (2001, Historic Landmarks Foundation of Indiana), historical/architectural and archaeological fieldwork, and communication with consulting parties. Sources of information examined included NRHP listings, Indiana Register of Historic Sites and Structures (IRHSS) listings, the Indiana Historic Bridge Inventory, archaeological site maps, cultural resources management reports, and cemetery records.

There are no NRHP-listed properties within the APE. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP.

No previously inventoried archaeological sites are located within the project area.

The results of field surveys were reported in a Historic Property Short Report (HPSR) (Vorndran, June 2023) and an Archaeological Short Report (ASR) (Snell, June 2023). The principal investigators for these reports meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61.

As a result of identification and evaluation efforts for this project, the HPSR recommended no properties within the APE as eligible for listing in the NRHP. The full HPSR document may be downloaded from IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). The management summary and conclusion sections of the HPSR are presented in Appendix D.

The ASR found no sites and recommended the project be allowed to proceed as planned. The management summary and conclusion sections of the ASR are presented in Appendix E.

INDOT, on behalf of FHWA, has reviewed these reports.

A letter distributed on July 25, 2023, notified consulting parties that an HPSR and an archaeology report (Tribes only) was available for review and comment via INDOT's Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (refer to Appendix F, pages 53-59).

In a letter dated August 23, 2023, the SHPO provided comments regarding the HPSR and the ASR (refer to Appendix F, pages 60-61). The SHPO concurred with the size of the proposed APE and agreed with the conclusions of the HPSR that there are no historic properties listed in or eligible for the NRHP within the project's APE. In the same letter, the SHPO also concurred with the ASR that no further archaeological work is necessary for this project.

No other responses were received. Copies of consulting parties' responses are located in Appendix F.

3. BASIS FOR FINDING

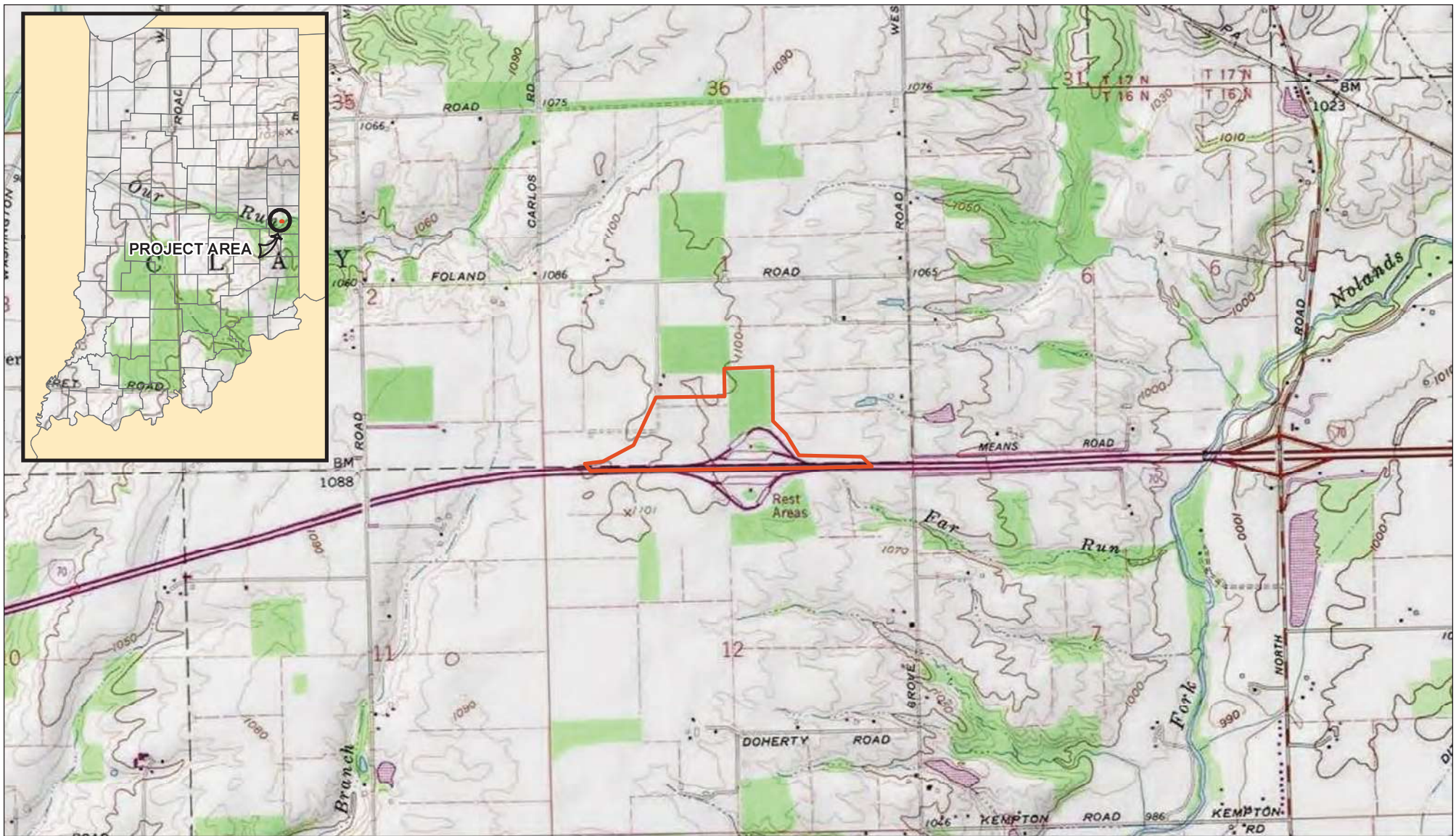
No historic properties are present within the APE; therefore, a finding of "No Historic Properties Affected" has been made for this undertaking.

INDOT's Finding, made on behalf of the FHWA, and supporting 800.11[d] documentation is hereby provided to the SHPO for a final 30-day comment period. Views of the public are being concurrently sought through publication of the Finding in the Richmond (Wayne County) *Palladium-Item* newspaper. This document will be revised, if necessary, if public comment warrants it.

APPENDICES

- A. Project Location Maps and Area of Potential Effects
- B. Project Plans
- C. Project Site Photographs and Key Map
- D. Historic Property Short Report Management Summary and Conclusions
- E. Archaeological Short Report Results and Recommendations
- F. Consulting Parties' List and Correspondence

Appendix A. Project Location Maps and Area of Potential Effects



Project Area

Figure 1. Project area on a portion of the 1981 Jacksonburg, IN, 7.5-minute USGS topographic map
Centerville Welcome Center Project
I-70, Wayne County, Indiana
DES. No. 2000500, IDOA # PN:89006007-23-034-D1
Metric Project No. 22-0075
Map Date: 06/05/2023

All locations approximate

1 inch = 2,000 feet

Feet
0 2,000





Project Area

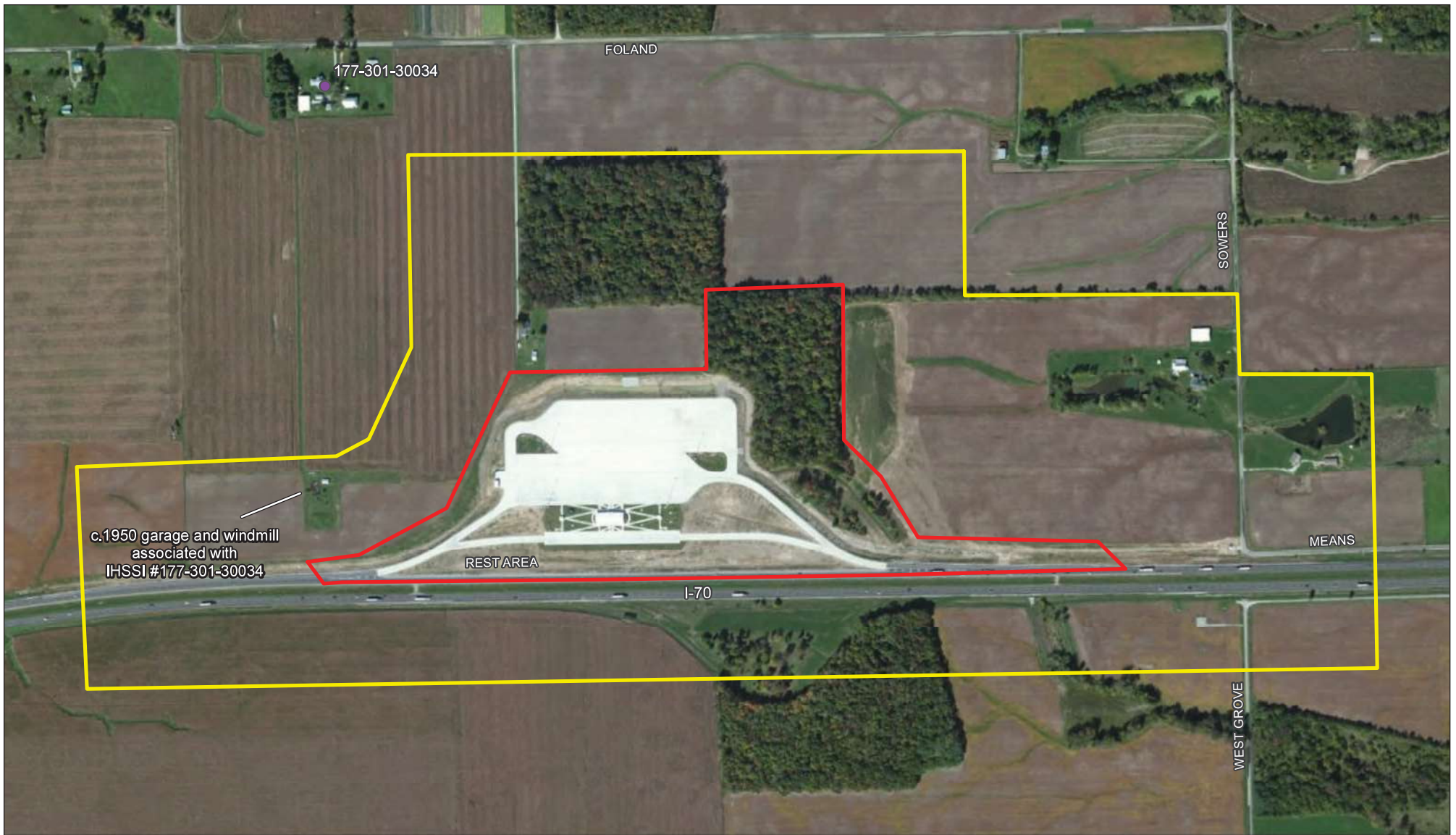
Figure 2. Project area details on a 2014 aerial photograph
Centerville Welcome Center Project
Wayne County, Indiana
DES. No. 2000500
Metric Project No. 22-0075
Map Date: 03/30/2023

All locations approximate
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics,
IGN, and the GIS User Community

1 inch = 580 feet

Feet
0 580

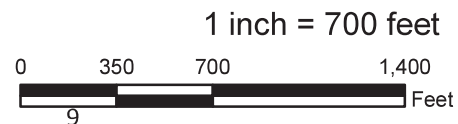




- Project Area
- Area of Potential Effects
- IHSSI Contributing Resource

Figure 2. Project limits and APE shown on a 2014 aerial photograph, with one previously surveyed site identified Centerville Welcome Center Project I-70, Wayne County, Indiana
 DES. No. 2000500
 IDOA # PN: 89006007-23-034-D1
 Metric Project No. 22-0075
 Map Date: 07/06/2023

All locations approximate
 Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community



Appendix B. Project Plans

CENTERVILLE WELCOME CENTER INDIANA DEPARTMENT OF TRANSPORTATION

DRAWING SET #1 - WELCOME CENTER



3D IMAGE IS FOR REFERENCE ONLY. NOT FOR CONSTRUCTION.



DESIGN DEVELOPMENT - JULY 12, 2023



NOT FOR CONSTRUCTION

PROJECT

JSE
ARCHITECT & ENGINEER
jse.com
1515 N. Pennsylvania St.
Indianapolis, Indiana 46204

krm
1515 N. Pennsylvania St.
Indianapolis, Indiana 46204

RATIO
LANDSCAPE ARCHITECTURE
30 W. Monroe Street, Suite 100
Chicago, IL 60603
T: 312.465.1238
www.ratioinc.com

Applied
CONSTRUCTION SERVICES

H

PUBLIC WORKS PROJECT NO. 8006072-04401
CENTERVILLE WELCOME CENTER
CENTERVILLE, INDIANA

STATE OF INDIANA
DEPARTMENT OF TRANSPORTATION
PUBLIC WORKS DIVISION
100 N. Senate Avenue, Suite 100
Indianapolis, Indiana 46204
317.232.0000

REVISION

DATE

BY

CHKD BY

DATE

BY

CHKD BY

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BY

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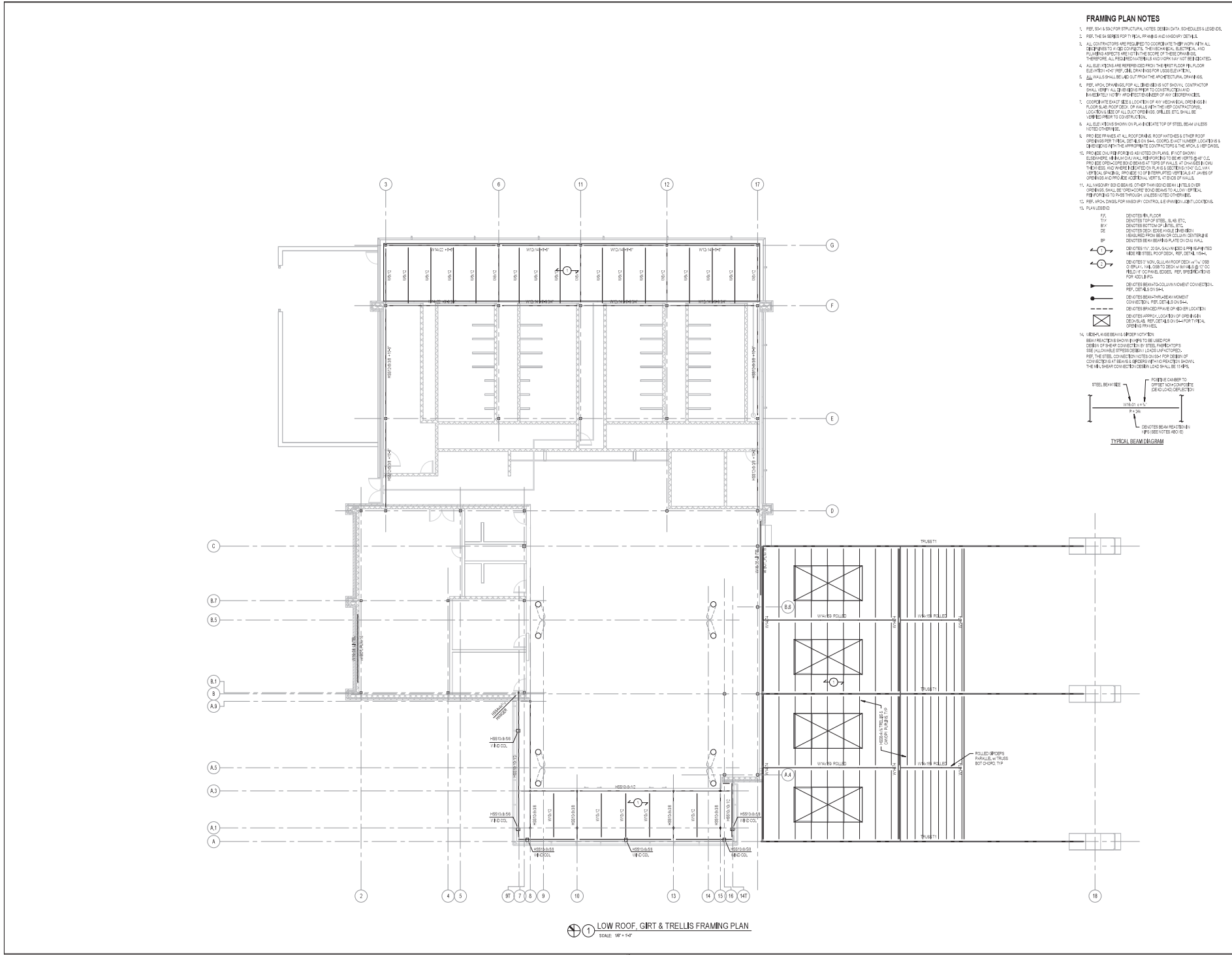
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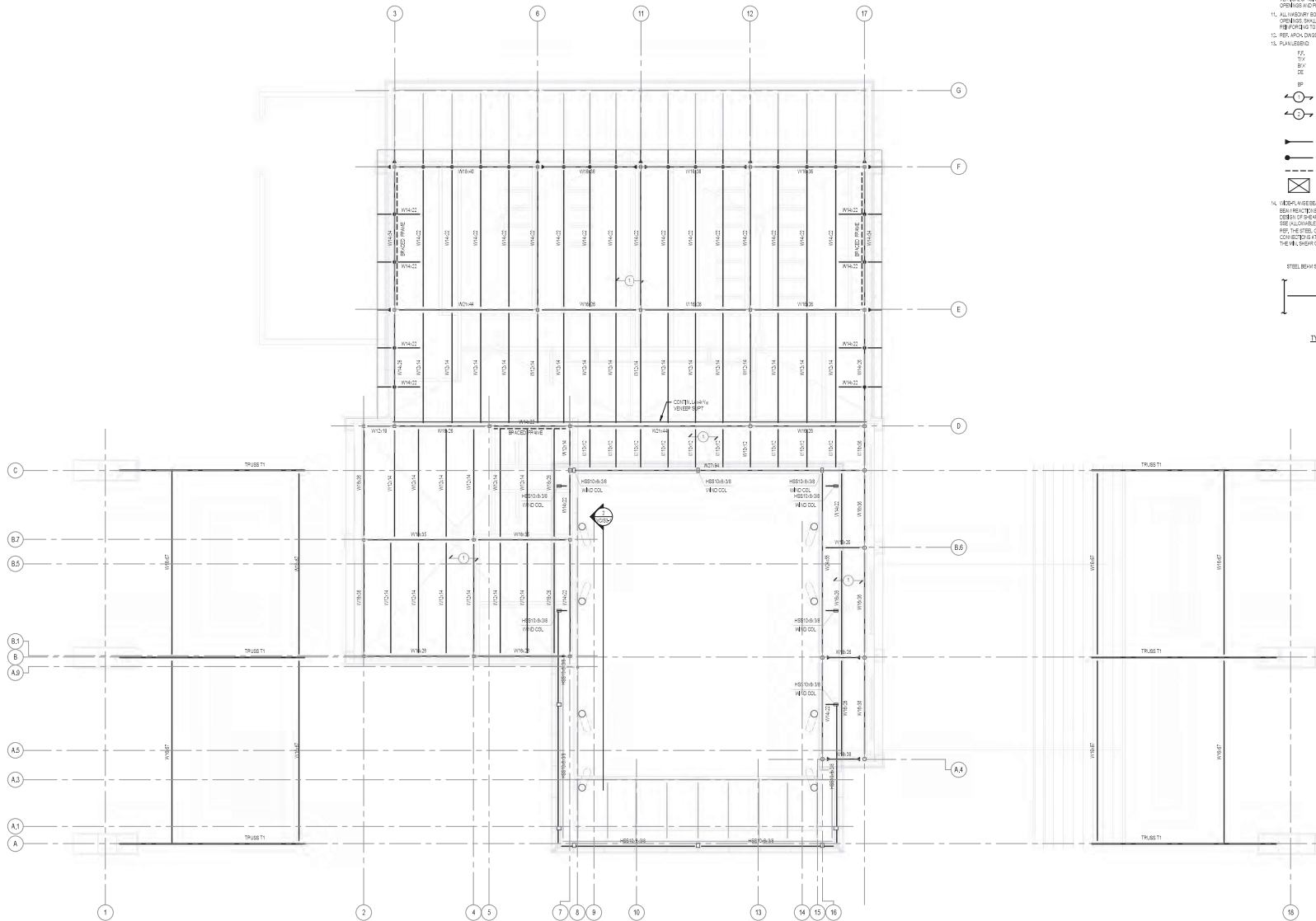
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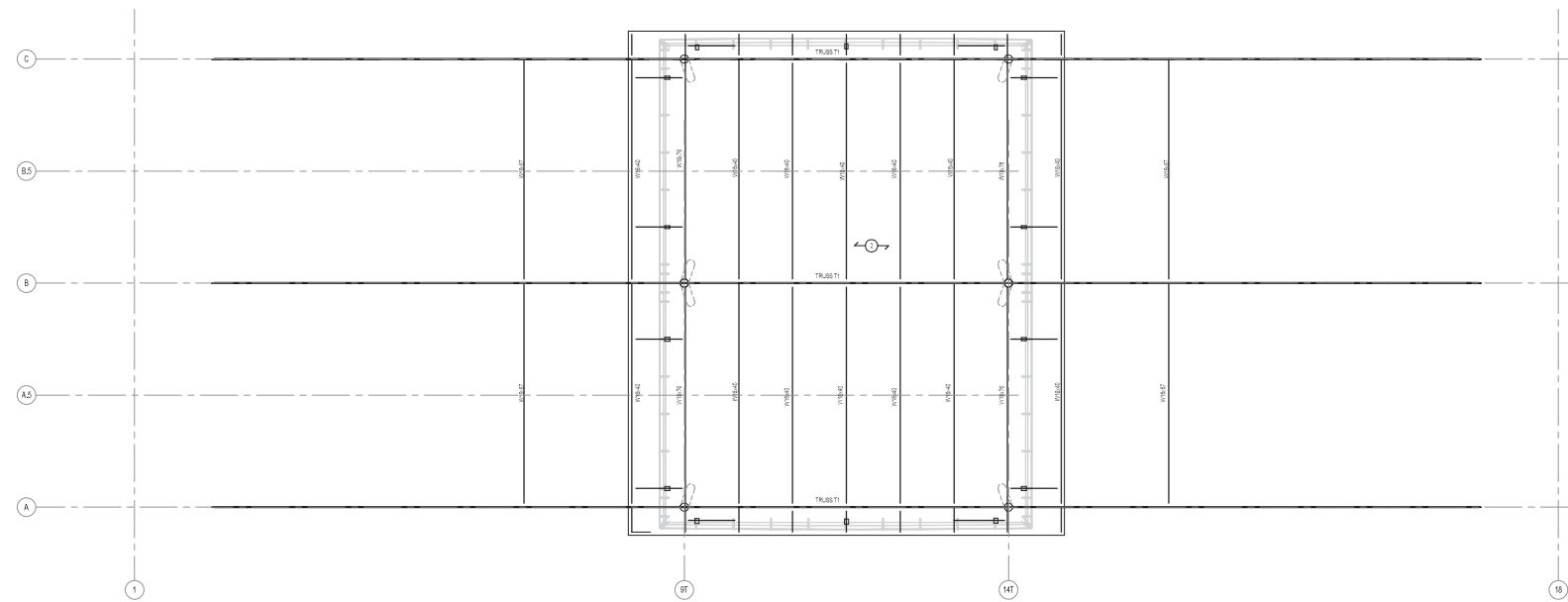
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 1 HIGH ROOF FRAMING PLAN
SCALE: 1/8" = 1'-0"

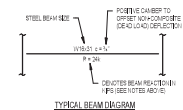
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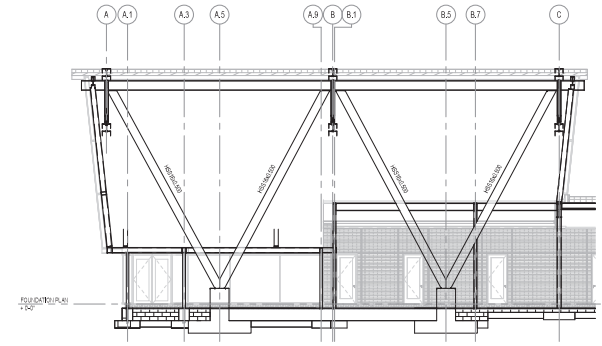
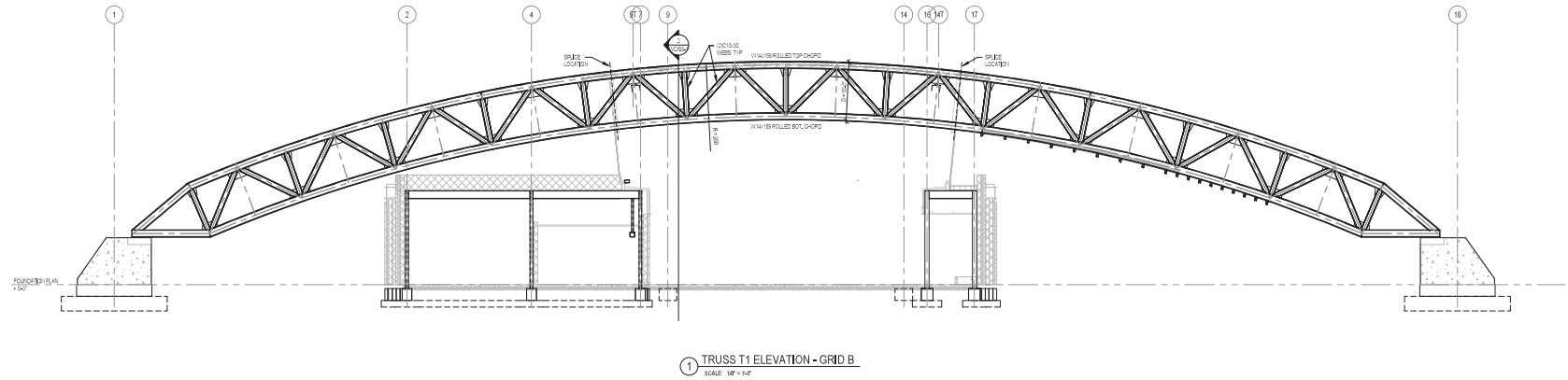
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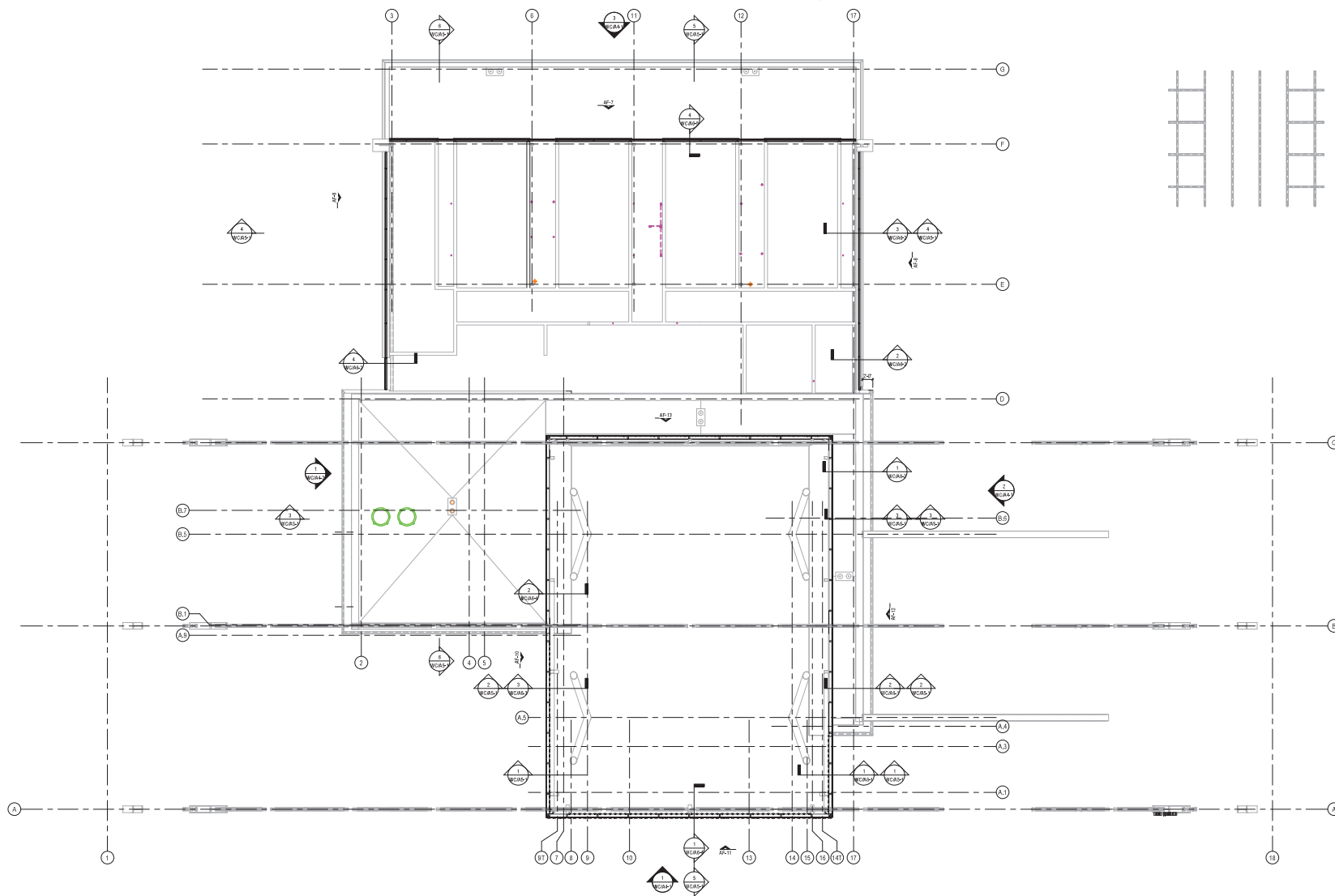
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- | | |
|---|--|
| FF, TX | DENOTES TOP/FLOOR |
| TX | DENOTES TOP OF STEEL, SLAB, ETC. |
| BTX | DENOTES BOTTOM OF STEEL, SLAB, ETC. |
| BT | DENOTES EDGE INGLE (COLUMN) MEASURED FROM BEAM OR COLUMN CENTERLINE |
| BT | DENOTES BEAM BENDING PLATE ON CH WALL |
|  | DENOTES 1/2" DIA. VAPOR BARRIER & FINISH-PAINT |
|  | W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
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|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
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|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |
|  | DENOTES 1/2" DIA. SLAB ROOM FLOOR WITH 0.05" OF PLATE, W/ 1/2" STEEL PLATE OR 1/2" STEEL PLATE |

14. **WIDE-FLANGE BEAM & GIRDER NOTATION:**
BEAM REACTIONS SHOWN IN PIPS TO BE USED FOR DESIGN OF SHEAR CONNECTION BY STEEL FABRICATOR'S SEE ALLOWABLE STRESS DESIGN LOADS UNFACTORED. REF. THE STEEL CONNECTION NOTES QW5-4 FOR DESIGN OF CONNECTIONS AT BEAMS & GIRDERS. MINOR REACTION SHOWN THE MIN. SHEAR CONNECTION DESIGN LOAD SHALL BE 15 KIPS.







1 FIRST FLOOR PLAN - VISITORS CENTER
SCALE: 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN

- CONTRACTOR TO VISIT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS PRIOR TO START OF WORK. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AND NOTIFY ARCHITECT IN WRITING OF ALL DISCREPANCIES. CONTRACTOR TO DOCUMENT EXISTING FIELD CONDITIONS, LIGHT FIXTURES AND NEW SUPPLY RETURN LOCATIONS, SPRINKLER HEADS, AND ALL OTHER CEILING TIE-IN LOCATIONS PRIOR TO CONSTRUCTION. THIS INFORMATION SHALL BE PROVIDED TO ARCHITECT FOR INCORPORATION INTO A CONSTRUCTION SET.
- THE GENERAL CONTRACTOR AND EACH TRADE IS RESPONSIBLE FOR VERIFYING AND COORDINATING ALL NEW WORK WITH ALL EXISTING CONDITIONS AND WITH ALL OTHER TRADES.
- CONTRACTOR IS RESPONSIBLE TO PATCH/REPAIR/RESEAL ALL NEW & EXISTING PENETRATIONS INTO RATED WALLS TO MAINTAIN RATED ASSEMBLY.
- ALL PENETRATIONS IN AND THROUGH FIRE AND SMOKE RATED WALLS SHALL BE SLEEVED AND FIRE STOPPED AS NECESSARY TO MAINTAIN RATED.
- UNLESS NOTED OTHERWISE, THE TERM "FURNISH" INDICATES TO SUPPLY AND INSTALL COMPLETE, FOLLOWING MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS AND SUPPLYING AND INSTALLING ALL ASSOCIATED TIES AND ACCESSORIES AS REQUIRED FOR COMPLETE INSTALLATION.
- GENERAL CONTRACTOR SHALL COORDINATE ALL PHASES AND TRADES OF CONSTRUCTION WITH ARCHITECT, TENANT, AND BUILDING OWNER.
- PROVIDE WOOD BLOOMING IN WALL FOR ALL WALL-FRAMED ITSM CASEWORK, RECEPTION ACCESSORIES, FURNITURE, ELECTRONICS, ETC.)
- IN NO CASE SHALL THE WALL INTERFERE WITH EXISTING WINDOWS. IF THIS OCCURS, MOVE WALL MINIMALLY TO CORRECT THE PROBLEM. NOTIFY ARCHITECT AND CONTRACTORS THAT WILL BE AFFECTED BY THIS CHANGE. DIMENSIONS ARE INDICATED FROM FINISH FACE TO FINISH FACE UNLESS NOTED OTHERWISE.
- UNLESS OTHERWISE NOTED, INTERIOR PARTITIONS SHALL BE TYPE MLL.
- PROVIDE MEDIUM RESISTANT, TYPE "X" GYPSUM WALLBOARD TOP ALL WALLS THAT INCLUDE PLUMBING LINES.
- PROVIDE HAND SOAP AND PAPER TOWEL DISPENSER AT EACH GYM LOCATION.
- PROVIDE GYM BARS, TOILET PAPER AND TOILET SEAT COVER DISPENSER AT EACH TOILET LOCATION.
- SEE A4 AND A15 SERIES FOR ENLARGED PLANS.
- SEE A4 SERIES FOR TYPICAL ADA MOUNTING HEIGHTS.

PLAN NOTES - FLOOR PLAN

- ALL CORNERS TO BE ROUNDED UNLESS NOTED OTHERWISE.
- OWNER PROVIDED EQUIPMENT.

NOT TO CONSTRUCTOR

1/2023/12/14/14

ISE
INDIANA STATE ENGINEERING
jerry@ise-engineers.com
317.444.4444

KRM
1515 N. Pennsylvania St
Indianapolis, Indiana

RATIO
LANDSCAPE ARCHITECTURE
30 N. Moore Street, Suite 100
Chicago, IL 60603
T: 312.461.5558
www.ratioinc.com

Applied
INDIANA SERVICES
1111 N. 10th Street
Indianapolis, IN 46202
T: 317.444.4444

PUBLIC WORKS PROJECT NO. 80066072-2-04-01
CENTERTOWN WELCOME CENTER
CENTERTOWN, INDIANA

STATE OF INDIANA
TERESA L. BRYANT
PUBLIC WORKS DIVISION
1111 N. 10th Street, Suite 100
Indianapolis, IN 46202
T: 317.444.4444

Project Number

Revision Number

Revision Date

Revision Description

Revision Date

Revision Description

Revision Date

Revision Description

Revision Date

Revision Description

Revision Date

Revision Description

Revision Date

Revision Description

Revision Date

Revision Description

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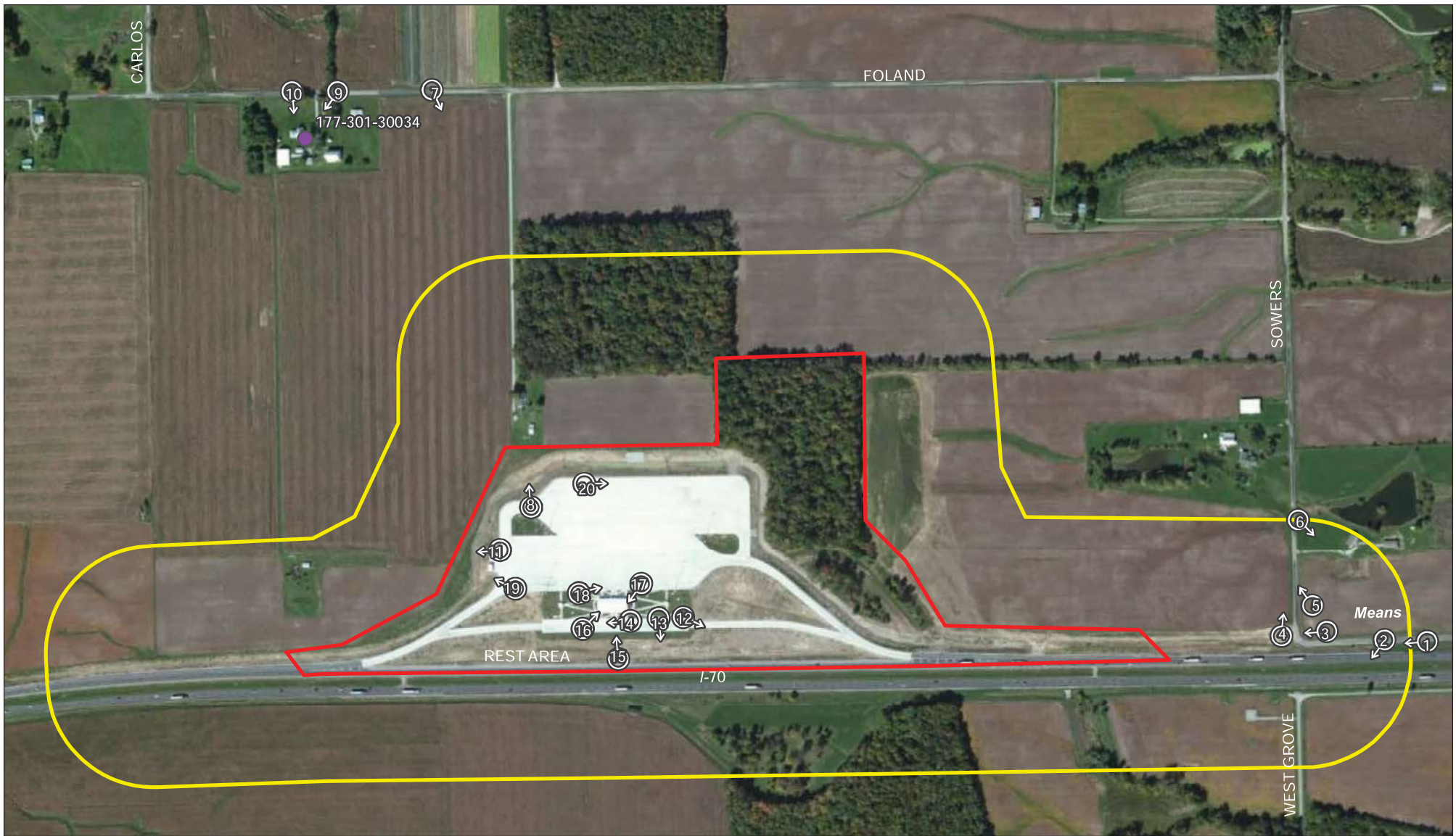
Revision Date

Revision Description

Revision Date

Revision Description

Appendix C. Project Site Photographs and Key Map



- Project Area
 ● Contributing Resource
 Photo Direction
□ APE

Figure 3. Photo directions on a 2014 aerial photograph
 Centerville Welcome Center Project
 I-70, Wayne County, Indiana
 DES. No. 2000500
 IDOA # PN:89006007-23-034-D1
 Metric Project No. 22-0075
 Map Date: 06/09/2023

All locations approximate
 Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics,
 IGN, and the GIS User Community

1 inch = 650 feet
 Feet 630





Photo 1. View from the east end of the APE facing west from Means Road



Photo 2. View of I-70 facing southwest from Means Road



Photo 3. View from the east side of the APE facing west from Sowers Road. Trees east of rest area (shown on the right) will be removed for walking paths



Photo 4. View of Sowers Road facing north from the intersection of Means Road and Sowers Road; the residential property on the left that is partially visible behind a tree line lies outside of the APE



Photo 5. View of west elevation of 2381 Sowers Road and outbuildings (c.1984, rated Non-Contributing [NC]), facing northeast



Photo 6. View of façade of 2381 Sowers Road (rated NC), facing southeast



Photo 7. View of façade and north elevation of 7979 Foland Road (c.1900, rated NC), facing southeast



Photo 8. View of rear elevation of 7979 Foland Road (rated NC) facing north from the northwest corner of the Centerville Welcome Center truck parking lot



Photo 9. View of façade and east elevation of the Gause-Linderman Farm, 8139 Foland Road (IHSSI No. 177-301-30034, rated Contributing [C]), facing southwest



Photo 10. View of the house's façade and a barn outbuilding at the Gause-Linderman Farm, 8139 Foland Road (IHSSI No. 177-301-30034, rated C), facing south



Photo 11. View of a barn outbuilding and windmill belonging to the Gause-Linderman Farm, 8139 Foland Road (IHSSI No. 177-301-30034, rated C), facing west from the Centerville Welcome Center truck parking lot



Photo 12. View facing southeast from the Centerville Welcome Center car parking lot



Photo 13. View of I-70 facing south from the Centerville Welcome Center



Photo 14. View facing west from the Centerville Welcome Center car parking lot



Photo 15. View of the Centerville Welcome Center's facade (2010, rated NC), facing north from the car parking lot



Photo 16. View of the façade and west elevation of the Centerville Welcome Center facing northeast from the car parking lot



Photo 17. View of the rear elevation of the Centerville Welcome Center facing southwest from the truck parking lot behind the building



Photo 18. View of the truck parking lot facing northeast from the Centerville Welcome Center



Photo 19. View of a garage outbuilding at the Centerville Welcome Center facing northwest from the truck parking lot



Photo 20. View of wooded area northeast of the Welcome Center facing east from the truck parking lot; 4.93 acres of proposed right-of-way will be acquired in this area

Appendix D. Historic Property Short Report Management Summary and Conclusions

HISTORIC PROPERTY SHORT REPORT

CENTERVILLE WELCOME CENTER PROJECT

DES. NO. 2000500/DHPA. NO. 30765/

IDOA # PN: 89006007-23-034-D1

CLAY TOWNSHIP, WAYNE COUNTY, INDIANA

PREPARED FOR:

JANSSEN & SPAANS ENGINEERING, INC.

9120 HARRISON PARK COURT

INDIANAPOLIS, IN 46216

LEAD AGENCY:

FEDERAL HIGHWAY ADMINISTRATION

Prepared by:



Complex Environment. Creative Solutions.

6958 Hillsdale Court
Indianapolis, IN 46250
Telephone: 317.400.1633
www.metricenv.com

A handwritten signature in black ink, appearing to read "Zoe Vorndran".

Zoe Vorndran, QP
Principal Investigator
zoev@metricenv.com

June 9, 2023

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed Centerville Welcome Center Project on westbound Interstate 70 (I-70) at Mile Marker 143 in Clay Township, Wayne County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP.

The APE contains no properties that are recommended eligible for listing in the NRHP.

CONCLUSIONS

The APE contains no properties listed in the NRHP.

As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP under Criteria A, B, or C. Further archaeological analysis is warranted by a qualified professional to determine if the site meets NRHP listing under Criterion D for its information potential.