

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

Road No./County:	SR 56 / Scott County
Designation Number(s):	1800210
Project Description/Termini:	Intersection improvement project located along SR 56 at Boatman Road, 1.36 miles west of I-65 SR 56 Begin/End Project: 570 feet west and 881 feet east of Boatman Road Boatman Road Begin/End Project: 650 feet south and 339 north of SR 56

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	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


 2022.08.12 09:38:25

 INDOT DE Initials and Date 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: Samantha Beaupre/Lochmueller Group, Inc.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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

Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*? [Yes] [No X]
If No, then: Opportunity for a Public Hearing Required? [X] []

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on April 17, 2019 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G1.
To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “No Historic Properties Affected” was published in the Scott County Herald on January 27, 2021 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on February 26, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, D72 to D74. No public comments were received.
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: INDOT INDOT District: Seymour

Local Name of the Facility: SR 56 and Boatman Road

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

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

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

PURPOSE AND NEED:

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

Need:

The need for the project stems from the poor existing geometry of the current intersection. The Indiana Design Manual (IDM) (Section 46-1.02) states the desirable skew of an intersection should be within 20 degrees of perpendicular (a 70-degree skew) with a maximum allowable skew of 30 degrees. The current skew of the intersection alignment is 62 degrees, which is 28 degrees short of perpendicular. This exceeds the desirable parameters of the IDM guideline.

The intersection skew and the location of the intersection in a reverse curve are contributing factors to intersection sight deficiencies for motorists stopped on Boatman Road. The intersection geometry and the free-flowing traffic on SR 56 appear to be contributors to the higher incidents of crashes at this location. Between January 1, 2012 and March 13, 2017, 34 accidents have occurred at the intersection.

Within the last three years alone, there have been two incapacitating injury crashes and one fatal crash. Of the 34 reported accidents, 15 were a result of a driver's failure to yield. That accounts for roughly 44% of the contributing circumstances surrounding the accidents; the other major factors being following too closely (21%) and distracted driving (12%). Sixteen of the 34 accidents were right angle collisions, representing 45% of the reported accidents. Right angle accidents can be associated with restricted sight distance, excessive speeds, inadequate roadway lighting, inadequate advance warning signs, large traffic volumes, and inadequate traffic control devices. As of 2017, the index of crash frequency (ICF) at this intersection is 3.15. Road Hazard Analysis Tool (RoadHAT), a traffic hazard analysis tool that evaluates crash frequency and severity for a given road segment and compares to similar road segments in Indiana, considers an ICF of greater than 1.0 to be unacceptable; an ICF of 2 or higher suggests a high crash location warranting discussion with INDOT Traffic Safety. Furthermore, the index of crash cost (ICC) at this intersection is 1.89, which indicates a higher-than-expected crash cost.

Additionally, the intersection of SR 56 and Mount Drive exhibits poor geometry. Given feedback from local law enforcement to District Traffic and at the Preliminary Field Check, the intersection of Mount Drive and SR 56 also has had accidents with injuries over the last 5 years. These crashes were likely included in the Boatman Road Accident Report due to the proximity of Mount Drive to Boatman Road. The approaching traffic on Mount Drive has an 82-degree skew to SR 56 and intersects along a horizontal curve on SR 56. This skew is 62 degrees greater than recommended by INDOT. Motorists turning right have to look over their shoulder through the rear windows of the vehicle to see approaching traffic. Due to the skew of the Mount Drive and SR 56 intersection, westbound traffic also turns onto Mount Drive from SR 56 at a high rate of speed.

Purpose:

The purpose of the project is to improve the intersection geometry to a desirable skew of at least 70 degrees (20 degrees of perpendicular), per the IDM. Additionally, the purpose includes improving the overall traffic operations of the intersection in a manner that reduces crash frequency by a minimum of 35%, thereby reducing the ICF and ICC to an acceptable level.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Scott

Municipality: Scottsburg

Limits of Proposed Work: 570 feet west and 881 feet east of Boatman Road on SR 56 (0.27 mile), 650 feet south and 339 feet north of SR 56 on Boatman Road (0.18 mile), and 563 feet west of SR 56 to 345 feet west of SR 56 on Mount Drive (0.04 mile)

Total Work Length: 0.50 Mile(s)

Total Work Area: 5.19 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

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

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

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.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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.

Location:

INDOT and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project located at the intersection of SR 56 and Boatman Road. The intersection is located approximately 1.36 miles west of I-65 in the west-central portion of Scott County, Indiana. The southeast quadrant of the intersection is located within the incorporated limits of the City of Scottsburg. Specifically, the project is located in Sections 23 and 24, Township 3 North, Range 6 East of Vienna Township as depicted on the Scottsburg U. S. Geological Survey 1:24,000 scale quadrangle (Appendix B, B2).

Existing Conditions:

SR 56 and Boatman Road is a two-way stop-controlled intersection, providing free flowing conditions for traffic on SR 56 and a stop condition for traffic on Boatman Road. A flashing beacon is present to caution motorists along all approaches of the intersection.

SR 56 is functionally classified as a minor/principal arterial within the project area and is not on the National Highway System (NHS) but is on the National Truck Network. The existing section of SR 56 consists of two 11-foot wide travel lanes (one eastbound and one westbound) with 2-foot wide paved and 2-foot wide aggregate shoulders (total shoulder width of 4 feet). The posted speed limit on SR 56 is 50 miles per hour (mph); however, it does increase to 55 mph beginning at a point approximately 300 feet west of the intersection.

Boatman Road is functionally classified as a major collector and is not on the NHS. The existing section of Boatman Road consists of two 10-foot wide travel lanes (one northbound and one southbound) with 1-foot wide paved and 1-foot aggregate shoulders (total shoulder width of 2 feet). There is no posted speed limit for Boatman Road.

Mount Drive is classified as a local road. The existing section of Mount Drive consists of two 9.5-foot wide travel lanes (one eastbound and one westbound) with 1 to 2-foot aggregate shoulders. There is no posted speed limit for Mount Drive. Mount Drive intersects SR 56 in a "Y" fashion approximately 0.18-mile east of Boatman Road. At the intersection, eastbound Mount Drive is controlled by a stop sign while SR 56 traffic is free flowing.

Preferred Alternative:

The project will construct a single lane roundabout offset from the existing intersection by approximately 65 feet to the southeast. As a result, electric, water, and telephone lines are likely to require relocation, as well as a high-pressure gas main. Outside the roundabout, the typical section of both SR 56 and Boatman Road will include two 12-foot wide travel lanes (one in each direction) with 2-foot wide paved and 2-foot wide aggregate shoulders. The design speed for SR 56 is 45 mph and for Boatman Road is 35 mph.

Approaching the roundabout, the travel lane width varies from 12 to 16 feet wide with a 2-foot, 6-inch wide curb and gutter to the outside and a 6-inch wide curb face along the inside splitter island. The splitter islands will separate traffic entering and exiting the roundabout. The 80-foot diameter roundabout will be comprised of a single 20-foot wide lane with a 2-foot, 6-inch wide mountable concrete curb and gutter and a 10-foot wide concrete truck apron along the inside. The outside of the roundabout lane will be bordered by a 2-foot concrete gutter with a 6-inch wide vertical curb face. Drainage in the project area will be maintained by a combination of side ditches and underdrains with turnout areas leading to the constructed side ditches. Permanent lighting fixtures will be installed at the intersection.

Access between Mount Drive and SR 56 along the east leg will be permanently closed. An earthen berm with landscape features will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a cul-de-sac will be constructed at the east end of Mount Drive. The cul-de-sac provides a turnaround location for commercial trucks, sanitary vehicles, and school buses that still need to service the residences and businesses along Mount Drive and provides a place to turn around and return to Boatman Road. Access to the Ross V. Mount 2012 Revocable Living Trust property will be maintained via a private drive off of Mount Drive.

The length of construction along SR 56 is 570 feet west and 881 feet east of Boatman Road (0.27 mile). The length of construction along Boatman Road is 650 feet south and 339 feet north of SR 56 (0.19 mile). The length of construction along Mount Drive is 563 feet west of SR 56 to 345 feet west of SR 56 (0.04 mile). The total project length is 2,658 feet (0.50-mile).

The project will meet the purpose and need of the project by improving the geometry of the intersection to a varying skew of 94 degrees to 108 degrees depending on the approach leg. Additionally, the preferred alternative is expected to improve the traffic operations by reducing the average crash frequency at the intersection by 78%. Roundabouts reduce fatal and injury crashes by 82% over a two-way stopped control intersection like SR 56 and Boatman Road are today and reduce fatal and injury crashes by 78% over traditional signalized intersections according to the 2010 AASHTO Highway Safety Manual. Roundabouts have fewer conflict points in comparison to conventional intersections. The potential for hazardous conflicts, such as right angle and left turn head-on crashes is eliminated with roundabout use. Single-lane approach roundabouts produce greater safety benefits than multilane approaches

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

because of fewer potential conflicts between road users, Low absolute speeds associated with roundabouts allow drivers more time to react to potential conflicts, also helping to improve the safety performance of roundabouts.

The maintenance of traffic (MOT) plan will utilize phased construction, temporary pavement to allow continued traffic operations along SR 56, and closures of Boatman Road and Mount Drive. Please refer to the Maintenance of Traffic section of this document for full details. The MOT will be implemented per the Indiana Design Manual guidelines.

The project will require the acquisition of 4.90 acres of permanent right-of-way (ROW), 1.86 acres of reacquisition, and 0.09 acre of temporary ROW (Appendix B, page B16 to B23). The project will involve 0.04 acre of tree clearing. No relocations are required.

Logical Termini/Independent Utility:

The termini of the project provide the logical beginning and end point necessary to complete the intersection improvement. The project is independent of any other action and able to be constructed without relying on the completion of any other project.

OTHER ALTERNATIVES CONSIDERED:

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

Alternative 2 (from Abbreviated Engineering Report [AER]):

Alternative 2 would place the center of the circulating roadway approximately 125 feet south of the existing intersection. This alternative would not require relocations, but the Elevation Church parcel adjacent to SR 56 would be heavily impacted. Due to the impacts to Elevation Church, this alternative was discarded from further consideration.

Alternative 3 from (AER):

Alternative 3 would place the center of the circulating roadway at the center of the existing intersection. This alternative would require the relocation of one residence. Due to the relocation of the residence, this alternative was discarded from further consideration.

Signalized Intersection:

A signalized intersection would involve installing a traffic control signal at the existing SR 56 and Boatman Road intersection. While this alternative would reduce the project costs and environmental impacts, it would not address the existing deficiencies of the skew and location of the intersection. Additionally, a signalized intersection would not reduce the severity of crashes to the extent that the preferred alternative would reduce crash severity. Historically, the installation of a signal only results in a crash reduction factor of 30%. As the alternative failed to meet the purpose and need, this alternative was discarded from further consideration.

No Build Alternative:

This alternative would involve no improvements to the existing intersection. While this alternative eliminates any project costs and environmental impacts, it would not meet the objectives of the purpose and need of the project. Therefore, this alternative was discarded from further consideration.

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

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe):

X
X

ROADWAY CHARACTER:

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

Name of Roadway	<u>SR 56</u>		
Functional Classification:	<u>Minor/principal Arterial</u>		
Current ADT:	<u>9,820</u>	VPD (2018)	Design Year ADT: <u>14,377</u> VPD (2038)
Design Hour Volume (DHV):	<u>1,290</u>	Truck Percentage (%)	<u>5.2</u>

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

Designed Speed (mph): 45 Legal Speed (mph): 50

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	through	through
Pavement Width:	22 ft.	24 ft.
Shoulder Width:	8 ft.	6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway: Boatman Road
 Functional Classification: Major Collector
 Current ADT: 2,286 VPD (2018) Design Year ADT: 2,789 VPD (2038)
 Design Hour Volume (DHV): 219 Truck Percentage (%): 6
 Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	through	through
Pavement Width:	20 ft.	24 ft.
Shoulder Width:	4 ft.	12 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway: Mount Drive
 Functional Classification: Local
 Current ADT: N/A VPD (2018) Design Year ADT: N/A VPD (2038)
 Design Hour Volume (DHV): N/A Truck Percentage (%): N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	through	through
Pavement Width:	20 ft.	20 ft.
Shoulder Width:	0 ft.	0 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
 (Rating, Source of Information)

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

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.

No bridges are located within the project area. Three existing drainage structures within the project area were inspected by Lochmueller Group on January 5, 2022. One culvert carries UNT to Big Ox Creek under SR 56. This structure is outside of the construction limits and will not be impacted (Appendix B, B16 and Appendix C, C53). One culvert carries drainage under Mount Drive. This culvert will be removed as a part of the earthen berm construction (Appendix B, B22 and Appendix C, C52). The final existing culvert carries drainage under SR 56 and will be removed as a part of the roundabout construction (Appendix C, C54). In addition, three new culverts will be added in the project area. These new culverts are detailed in the following table.

Structure No.	Proposed Diameter (inches)	Proposed Length (feet)	Proposed Material	Location
1	24	96	Type 1 pipe	Carries drainage under Boatman Road on the north side of the roundabout
2	21	100	Type 1 pipe	Carries drainage under Boatman Road on the south side of the roundabout
4	12	26	Type 3 pipe	Carries drainage under a driveway on the east side of Boatman Road, north of the roundabout

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input checked="" type="checkbox"/>	<input 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.

The MOT for the project will utilize phased construction (Appendix B, B30 to B39). Phase 1 will construct the portion of the roundabout that is located south of SR 56 (including proposed drainage). The work zone for Phase 1 will be within the southeast and southwest intersection quadrants. Boatman Road will remain open during Phase 1. Traffic will continue to travel on the existing pavement of SR

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

56 and Boatman Road.

Phase 1A will close the south leg of the intersection along Boatman Road. Boatman Road traffic will be detoured along SR 56, Lake Road South, and Lake Road West. The remaining portion of the roundabout located south of SR 56 (including proposed drainage) will be constructed during Phase 1A. Temporary pavement will be constructed during this phase.

Phase 2 will close the north leg of the intersection along Boatman Road. Boatman Road traffic will be detoured along Weir Road, Lake Road North, Lake Road South, and Lake Road West. SR 56 traffic will be shifted to the south, utilizing the temporary pavement constructed during Phase 1A. The remaining portion of the roundabout located north of SR 56 (including proposed drainage) will be constructed.

Phase 2A will close Mount Drive. Mount Drive will become a dead-end street with an earthen berm, cul-de-sac on the north side of Mount Drive, and pavement removal at the intersection of SR 56 and Mount Drive. During this phase, traffic will run on the newly constructed roundabout.

The closures will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 250,000 (2019) Right-of-Way: \$ 623,836 (2022) Construction: \$ 2,185,715 (2023)

Anticipated Start Date of Construction: Spring 2023

RIGHT OF WAY:

Land Use Impacts	Amount (acres)		
	Permanent	Temporary	Reacquisition
Residential	0.15	0	0
Commercial	0.66	0.09	0
Agricultural	3.13	0	0
Forest	0	0	0
Wetlands	0	0	0
Other: Religious Facility	0.96	0	0
Other: Existing Roadway	0	0	1.86
TOTAL	4.90	0.09	1.86

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.

Within the project area, the typical existing ROW along SR 56 is assumed to be the edge of pavement with the maximum ROW width assumed to be 15 feet north and south of the roadway centerline. The typical existing ROW along Boatman Road is assumed to be the edge of pavement with the maximum ROW assumed to be 10 feet east and west of the roadway centerline. The typical existing ROW along Mount Drive is assumed to be the edge of pavement with the maximum ROW assumed to be 9.5 feet north and south of the roadway centerline. However, records in Scott County do not clearly establish the existing ROW. Therefore, there is ROW reacquisition associated with this project. The land use of the existing ROW is roadway.

The project requires approximately 4.90 acres of permanent ROW from residential uses (0.15 acre), commercial uses (0.66 acre), agricultural uses (3.13 acres), and religious facility property (0.96 acre). The project requires approximately 1.86 acres of reacquisition of existing roadway. The project also requires approximately 0.09 acre of temporary ROW from commercial property.

The new typical ROW along SR 56 is not uniform in width but will be generally 155 feet wide (47 feet north and 68 feet south of the roadway centerline) east of Boatman Road and 122 feet wide (48 feet north and 74 feet south of the roadway centerline) west of

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

Boatman Road. The maximum ROW width along Boatman Road is 143 feet wide (68 feet north and 75 feet south of the roadway centerline).

The new typical ROW along Boatman Road is not uniform in width but will be generally 95 feet wide (28 feet west and 67 feet east of the roadway centerline) south of SR 56 and 64 feet wide (20 feet west and 44 feet east of the roadway centerline) north of SR 56. The maximum ROW width along Boatman Road is 152 feet wide (81 feet west and 71 feet east of the roadway centerline).

The new typical ROW width along Mount Drive will be 30 feet wide (15 feet north and 15 feet south of the roadway centerline). The maximum ROW width along Mount Drive occurs at the cul-de-sac where the width widens to 95 feet (80 feet north and 15 feet south of the roadway centerline).

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

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

SECTION A - 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 October 30, 2020 (Appendix C, C1 to C6) and re-coordination letters were sent on December 16, 2021 (Appendix C, C26 to C27).

Agency	Date Sent	Date Response Received	Appendix
Natural Resources Conservation Service (NRCS), Indianapolis Office	October 30, 2020; December 16, 2021	November 18, 2020; January 12, 2022	Appendix C, C23 to C24 and C29 to C30
U.S. Army Corps of Engineers (USACE), Louisville District	October 30, 2020	No response received	N/A
U.S. Housing and Urban Development (HUD)	October 30, 2020	No response received	N/A
National Park Service	October 30, 2020	No response received	N/A
FHWA, Indiana Division	October 30, 2020; December 16, 2021	No response received	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW)	October 30, 2020; December 16, 2021	November 24, 2020; January 14, 2022	Appendix C, C25 and C31
Indiana Department of Environmental Management (IDEM)	October 30, 2020	October 30, 2020	Appendix C, C7 to C17
INDOT, Office of Public Involvement	October 30, 2020	No response received	N/A
INDOT, Office of Aviation	October 30, 2020	November 4, 2020	Appendix C, C21
INDOT, Environmental Services	October 30, 2020; December 16, 2021	No response received	N/A
INDOT, Seymour District PM	October 30, 2020; December 16, 2021	No response received	N/A
INDOT, Seymour District Env	October 30, 2020; December 16, 2021	No response received	N/A
INDOT Utilities and Railroads	October 30, 2020	No response received	N/A
IGS	October 30, 2020	October 30, 2020	Appendix C, C18 to C20
Scott County Board of Commissioners	October 30, 2020; December 16, 2021	No response received	N/A
Scott County Council	October 30, 2020; December 16, 2021	No response received	N/A
Scott County Highway Department	October 30, 2020	No response received	N/A

Indiana Department of Transportation

 County Scott

 Route SR 56/Boatman Rd.

 Des. No. 1800210

Scott County Drainage Board	October 30, 2020	No response received	N/A
Scott County Surveyor's Office	October 30, 2020	No response received	N/A
Scott County Emergency Management Agency	October 30, 2020	No response received	N/A
Scott County Ambulance Service	October 30, 2020	No response received	N/A
Scott County School District	October 30, 2020	No response received	N/A
Scott County Sheriff's Department	October 30, 2020	No response received	N/A
Scottsburg Parks Department	October 30, 2020	No response received	N/A
Vienna Township Trustee	October 30, 2020	No response received	N/A
Scottsburg Street Department	October 30, 2020	No response received	N/A
Scottsburg City Board	October 30, 2020	No response received	N/A
Scottsburg Mayor's Office	October 30, 2020	No response received	N/A
Scottsburg City Council	October 30, 2020	No response received	N/A
Scottsburg Police Department	October 30, 2020	No response received	N/A
Scottsburg Fire Department	October 30, 2020	No response received	N/A
Scottsburg Floodplain Manager	October 30, 2020	No response received	N/A
Elevation Church	October 30, 2020; December 16, 2021	November 10, 2020; December 27, 2021	Appendix C, C22 and C28
River Hills Economic Development	October 30, 2020	No response received	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: 64 Linear feet Total impacted stream(s): 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)
UNT to Big Ox Creek	ephemeral	64	0	Flows south to northwest, likely WOTUS

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 RFI report (Appendix E, E1 to E11), there are 13 streams, rivers, watercourse or other jurisdictional features within the 0.5 mile search radius. There were no streams, rivers, watercourses or other jurisdictional features within or adjacent to the project area. That number was updated to one following the site visit on October 30, 2019 by Lochmueller Group.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on March 19, 2020. Please refer to Appendix F, F1 to F26 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one stream, UNT to Big Ox Creek, is located within the survey area. UNT to Big Ox Creek is considered to be a non-relatively permanent water (non-RPW) with a connection to Hosea Lake, Big Ox Creek, and ultimately the Muscatatuck River a traditional navigable water (TNW). UNT to Big Ox Creek provides a significant nexus to a (TNW) and is therefore likely a jurisdictional

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

waterway subject to USACE jurisdiction under section 404 of the Clean Water Act. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

UNT to Big Ox Creek is a natural ephemeral stream formed from roadside drainage that flows from south to northwest within the northwest quadrant of the survey area (Appendix B, B3 and B16). The ordinary high water mark (OHWM) of UNT to Big Ox Creek is 1.9 feet wide and 0.3 feet deep. The drainage area is estimated to be 0.05 square mile. The stream will not be directly impacted because it is outside of the construction limits. Due to its proximity to the project construction limits, indirect impacts associated with construction activity, such as runoff from the construction site into UNT to Big Ox Creek, will occur. Any indirect impacts will be minimized through the implementation of erosion control measures to be included as part of the Construction Stormwater General Permit (CSGP). Therefore, no impacts are expected.

The IDNR DFW responded on November 24, 2020 and January 14, 2022 with recommendations to avoid or minimize impacts to streams (Appendix C, C25 and C31).

An automated letter was generated from the IDEM website on October 30, 2020 (Appendix C, C7 to C17). Applicable recommendations from the Proposed Roadway Letter include coordinating with appropriate agencies with regards to stream impacts and limiting stream disturbance.

All applicable recommendations are included 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, E1 to E11), there are nine open water features within the 0.5 mile search radius. No open water features are present within or adjacent to the project area, which was confirmed by the site visit on October 30, 2019 by Lochmueller Group. Therefore, no impacts are expected.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on March 19, 2020. Please refer to Appendix F, F1 to F26 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that no open water features are within the project survey area limits. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

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

Total wetland area: 0.006 Acre(s) Total wetland area impacted: 0.00 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	PFO1E	0.006	0	Wetland A is located along the north side of SR 56 and west of Boatman Road.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

Wetlands (Mark all that apply)

Wetland Determination
 Wetland Delineation
 USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

March 19, 2020
March 19, 2020

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

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

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, E1 to E11), there are 19 wetlands within the 0.5 mile search radius. There were no wetlands within or adjacent to the project area. That number was updated to one following the site visit on October 30, 2019 by Lochmueller Group.

A Waters of the U.S. Determination / Wetland Delineation Report was approved on March 19, 2020. Please refer to Appendix F, F1 to F26 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one wetland, Wetland A, is located within the survey area. Wetland A conveys drainage to Big Ox Creek which connects to the Muscatatuck River, a TNW. Therefore, Wetland A has a significant nexus with a TNW and is likely considered a jurisdictional feature. The USACE makes all final determinations regarding jurisdiction.

Wetland A is a 0.006-acre forested wetland situated along the north side of SR 56 and west of Boatman Road (Appendix B, B3 and B16). Wetland A conveys drainage to UNT to Big Ox Creek. Wetland A will not be impacted because it is located outside of the proposed ROW. Due to its location outside of the project ROW, no indirect impacts are anticipated as a result of construction. Therefore, no impacts are expected.

The IDNR DFW responded on November 24, 2020 and January 14, 2022 with a general recommendation regarding avoiding excavation or placement of fill in any riparian wetland (Appendix C, C25 and C31).

An automated letter was generated from the IDEM website on October 30, 2020 (Appendix C, C7 to C17). The letter noted the need for Section 401 and 404 permitting for fill or excavation in a regulated water.

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

Terrestrial Habitat

Presence

X

Impacts

Yes	NO
X	

Total terrestrial habitat in project area: 3.38 Acre(s) Total tree clearing: 0.04 Acre(s)

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

Based on a desktop review, a site visit on October 30, 2019 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there is maintained herbaceous vegetation, trees, and agricultural areas within the project area. Dominant vegetation includes red fescue (*Festuca rubra*), Kentucky bluegrass (*Poa pratensis*), and sweet gum (*Liquidambar styraciflua*).

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

The project will require up to 3.38 acres of ground disturbance including the existing roadway. Excavation to a maximum depth of 3 feet below ground surface will occur for construction of roadside ditches. Tree clearing totaling 0.04 acre will occur. The avoidance of terrestrial habitat is not feasible as the defined project limits are required for the construction of the new roundabout, replacement of culverts, and reconstruction of the roadway approaches which meets the purpose and need for the project. Mitigation is not anticipated.

IDNR DFW responded on November 24, 2020 and January 14, 2022 with general recommendations to avoid or minimize tree clearing and impacts to terrestrial habitat (Appendix C, C25 and C31). These recommendations included revegetating bare and disturbed areas, minimizing brush and tree clearing to be within the project limits, time of year limits on tree clearing, implementing appropriately designed measures for controlling erosion, and tree clearing mitigation guidelines.

An automated letter was generated from the IDEM website on October 30, 2020 (Appendix C, C7 to C17). Applicable recommendations include coordinating with the appropriate permitting agencies.

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

Protected Species

Federally Listed Bats

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

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" 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, E1 to E11), completed by Lochmueller Group on January 22, 2021 and January 14, 2022, the IDNR Scott County Endangered, Threatened and Rare (ETR) Species List has been checked (Appendix E, E11). According to the IDNR-DFW early coordination response letter dated November 24, 2020 (Appendix C, C25), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on January 8, 2020. The review did not identify Indiana bat or northern long-eared bat (NLEB) or their hibernacula 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, C32 to C37). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A culvert inspection occurred on January 5, 2022 and no bats or signs of bats were identified (Appendix C, C52 to C54). An effect determination key was completed on January 7, 2022, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, C38 to C51). INDOT reviewed and verified the effect finding on February 17, 2022, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) include time of year restrictions, lighting guidelines, and tree removal minimization guidelines. AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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
X	
	X
	X

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

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

Based on a desktop review and the Indiana Karst Region map, the project is located in 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, B2) and the RFI report (Appendix E, E1 to E11), there are no karst features identified within or adjacent to the project area.

In the early coordination response October 30, 2020, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C18 to C20). The IGWS response also stated that the project area has high liquefaction potential, moderate potential for bedrock resources, and low potential for sand and gravel resources. Response from IGWS has been communicated with the designer on January 11, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

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

	Presence	Impacts	
		Yes	No
	X		X
	X	X	

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
	X

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.

Sole Source Aquifer:
 The project is located in Scott 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, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water:
 The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on December 23, 2021 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells:

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on December 23, 2021 by Lochmueller Group. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary:

Based on a desktop review of <https://entapps.indot.in.gov/MS4/> by Lochmueller Group on December 23, 2021, this project is located in an Urban Area Boundary (UAB). However, no coordination is needed because an MS4 entity has not yet been established for this UAB.

Public Water System:

Based on a desktop review, a site visit on October 30, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), and the design plans (Appendix B, B11 to B39), this project is located where there is a public water system. The public water system will be affected because the utility lines will need to be relocated as a part of the intersection realignment. First Group has initiated utility coordination. Avoidance is not feasible because it would result in the project not meeting the purpose and need.

Floodplains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
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 Level 2 Level 3 Level 4 Level 5

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

The IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on January 4, 2021 by Lochmueller Group. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps. 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.

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

Total Points (from Section VII of CPA-106/AD-1006*) 126

**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, a site visit on October 30, 2019 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), the project will convert 3.13 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 30, 2020, to the Natural Resources Conservation Service (NRCS). A re-coordination letter was sent on December 16, 2021 due to changes in the project scope. Re-coordination with NRCS resulted in a score of 126 on the NRCS-CPA-106 (Appendix C, C30). 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 reevaluating impacts to prime farmland.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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)

	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	January 14, 2021
800.11 Documentation	X	February 5, 2021
Historic Properties Report or Short Report	X	January 14, 2021
Archaeological Records Check and Assessment	X	May 5, 2020
Archaeological Phase Ia Survey Report	X	June 9, 2020
Archaeological Phase Ic Survey Report	X	May 5, 2021
Other:		June 9, 2020
		June 9, 2020
		June 9, 2020

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.

As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1996, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP).

Area of Potential Effect (APE):

The APE is the area in which the project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The APE on the northwest side of the project area and along the west side of Boatman Road north of SR 56 extends one property back, due to the housing density of the area. Along SR 56 the APE extends approximately 600 feet west of the project area and 670 feet east of the project area. Along Boatman Road the APE extends approximately 580 south of the project area and 330 feet north of the project area. In the agricultural fields the APE is wider due to the viewshed, as such the APE southeast of the project area extends between approximately 800 feet and 1,400 feet and the APE northeast of the project area extends between approximately 800 feet and 1,350 feet. Please see Appendix D, D8 for a map of the APE.

Coordination with Consulting Parties:

Early coordination was initiated with potential consulting parties on October 10, 2019, as listed below, with a letter inviting organizations and individuals to be consulting parties (Appendix D, D49 to D53). The following is a list of invited organizations and individuals and the date of their response. Those who indicated they wished to serve as consulting parties are in bold. Please note, SHPO is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
State Historic Preservation Officer	October 31, 2019
River Hills Economic Development District	No response
Scott County Commissioners	November 3, 2019

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

Scott County Highway Department	No response
Scott County Historian	No response
Scott County Historical Society	No response
Indiana Landmarks- Southern Regional Office	No response
Preservation Alliance, Inc.	No response
Delaware Tribe of Indians, Oklahoma	No response
Eastern Shawnee Tribe of Oklahoma	No response
Miami Tribe of Oklahoma	May 5, 2020
Peoria Tribe of Indians of Oklahoma	No response
Pokagon Band of Potawatomi Indians	No response
Scott County Heritage Center and Museum	No response

Archaeology:

With regards to archaeological resources, a Phase Ia archaeological reconnaissance survey was conducted by Cultural Resource Analysts, Inc. (CRA) on August 22, 2019. The field reconnaissance yielded one newly documented archaeological site, 12S93. Site 12S93 is a late nineteenth through early twentieth century domestic scatter. Most of the site is located outside of the project area. The portion of the site within the archaeological survey area demonstrated a lack of information potential and was therefore not recommended eligible for listing in the NRHP. No further archaeological work was recommended. In a letter dated June 9, 2020, the SHPO staff concurred with the archaeology assessment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (IC 14-21-1-27 and -29) requires that the discovery must be reported to the IDNR within two business days.

Historic Properties:

The NRHP, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), the Indiana Historic Sites and Structures Inventory (IHSSI), and the Scott County Interim Report (2004) were consulted. No resources within the APE were identified as being listed on the National Register.

On October 22, 2019, a Qualified Professional with Lochmueller Group conducted a site visit of the APE and documented resources within the APE. The APE was investigated for the existence of any historical properties, structures, objects or districts listed in or eligible for listing in the NRHP. Three Contributing previously surveyed resources were documented and three newly identified above-ground resources with a recommended rating of Contributing were recorded within the APE. The three newly identified Contributing resources were located in a mid-twentieth century subdivision, which extends outside the APE. An additional twenty-six newly identified Contributing resources were identified within this subdivision, outside of the APE. This residential development was evaluated as a potential historic district and recommended not eligible for the NRHP.

A HPSR was completed by Lochmueller Group on May 5, 2020. No properties were listed on the NRHP or recommended as eligible for the NRHP. A copy of the Historic Property Short Report (HPSR) was also provided for viewing by consulting parties on May 5, 2020. The SHPO concurred with the findings of the HPR on June 9 2020. No other consulting parties had comments on the HPSR.

Documentation Findings:

The 800.11(d) document and "No Historic Properties Affected" finding were sent to INDOT CRO. INDOT CRO, for FHWA, signed the "No Historic Properties Affected" finding on January 14, 2021 (Appendix D, D2). The 800.11(d) document and "No Historic Properties Affected" finding were then sent to consulting parties, including IDNR DHPA, on January 15, 2021. The IDNR DHPA concurred with the "No Historic Properties Affected" finding on February 5, 2021 (Appendix D, D75 to D76). There were no additional comments received from consulting parties regarding the finding.

Due to increases in the ROW amounts resulting from the project changing from 3R to 4R standards, a note to file was prepared and submitted to INDOT CRO on January 28, 2022 (Appendix D, D77 to D78). INDOT CRO concurred with the note to file on January 31, 2022.

Public Involvement:

To meet the public involvement requirements of Section 106, the FHWA finding of "No Historic Properties Affected" was published in the Scott County Herald on January 27, 2021 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on February 26, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, D72 to D74. No public comments were received.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E11), there are two potential 4(f) resources located within the 0.5 mile search radius. According to additional research and by the site visit on October 30, 2019 by Lochmueller Group, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Section 6(f) Property

Presence

Use

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of five properties in Scott County (Appendix I, I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP? **Yes**
 Is the project located in an MPO Area? **No**
 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
X	
	X
	X

Location in STIP: Page 219-220

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

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.

STIP/TIP:

This project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, H1-H2).

Attainment Status:

This project is located in Scott County, which is currently in attainment for all criteria pollutants according to the IDEM website (<https://www.in.gov/idem/airquality/2339.htm>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT:

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

SECTION G - NOISE

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

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

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.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

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
X	
	X
	X
	X
X	
X	

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.

Access between Mount Drive and SR 56 along the east leg will be permanently closed. An earthen berm with landscape features will be constructed across Mount Drive to prevent continued access to and from SR 56. In addition, a truck turnaround cul-de-sac will be constructed at the east end of Mount Drive. The cul-de-sac provides a turnaround location for commercial trucks, sanitary vehicles, and school buses that still need to service the residences and businesses along Mount Drive and provides a place to turn around and return to Boatman Road.

Even though the connection between Mount Drive and SR 56 will be permanently closed, the project will ultimately be beneficial to local business and properties due to the improved traffic and reduced accidents at the intersection of SR 56 and Boatman Road. Overall, the negative impacts to property owners and local businesses within the project area will consist primarily of short-term construction impacts. No relocations are expected. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. The project is not anticipated to result in substantial impacts to community cohesion, because it will no change access to properties in the area. The project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project will have minimal or no negative impacts to the community or local economy. According to the Indiana Festivals website (www.indianafestivals.org) accessed on December 23, 2021 by Lochmueller Group there are no fairs and festivals scheduled within 10 miles of the project.

The MOT may pose delays and temporary inconveniences to traveling motorists (including school buses and emergency services); however, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events.

The project sponsor will be responsible for contacting school districts and emergency services at least two weeks prior to any construction activities that would limit access, this is included as a commitment in the Environmental Commitments section of this CE document.

The ADA Transition Plan for Scott County, Indiana was approved and implemented on October 16, 2018. There are no pedestrian facilities within the project area and no pedestrian facilities will be constructed. The project will comply with the published ADA Transition Plan and will not create additional barriers to access.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, B3) and the RFI report (Appendix E, E1 to E11), there are three religious facilities, two recreational facilities, and two pipelines located within the 0.5 mile of the project. One religious facility, Elevation Church, is located adjacent to the project area. Two pipelines cross through the project area.

An early coordination letter was sent to the Scott County Highway Department, Scott County Emergency Management Agency, Scott County Ambulance Service, Scott County School District, and the Scott County Sheriff's Department on October 30, 2020 (Appendix C, C1 to C6). No response was received from these agencies. The permanent closure of the connection between Mount Drive and SR 56 will affect these services. However, the project will ultimately be beneficial due to the improved traffic and reduced accidents at the intersection of SR 56 and Boatman Road.

The project will require the acquisition of ROW from Elevation Church, which is located in the southwest quadrant of the intersection.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

An early coordination letter was sent to Elevation Church on October 30, 2020 (Appendix C, C1 to C6). Elevation Church responded on November 10, 2020 with concerns about the ROW acquisition and the relocation of the church's sign (Appendix C, C22). Due to the changes in ROW, including an increase in ROW needed from the existing Elevation Church property, a re-coordination letter was sent to Elevation Church on December 16, 2021 with updated project information (Appendix C, C26 to C27). Elevation Church responded on December 27, 2021 with concerns about the land valuation process (Appendix C, C28). The INDOT project manager or a member of the right-of-way team will meet with a representative of Elevation Church and discuss the land valuation process.

An early coordination letter was sent to the INDOT Office of Aviation on October 30, 2020 (Appendix C, C1 to C6). The INDOT Office of Aviation responded on November 4, 2020 and stated that if any object, obstruction, or equipment will exceed 120 ft. in height, further coordination will be required with our office. This is due to the close proximity of Scottsburg Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway (Appendix C, C21). This is included as a firm commitment in the Environmental Commitments section of this CE document.

An early coordination letter was sent to INDOT Utilities and Railroads on October 30, 2020. No response was received. The two pipelines within the project area will likely be relocated. The designer has initiated coordination with the pipeline owner, Midwest Natural Gas. Coordination will continue as design progresses.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 4.90 acres of permanent ROW and approximately 0.09 acre of temporary ROW. 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 Scott County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, AC 1 is Census Tract 9669, Scott County, Indiana and AC 2 is Census Tract 9670, Scott County, Indiana. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2015-2019 American Community Survey was obtained from the U.S Census Bureau's webpage (<https://data.census.gov/cedsci/>) on October 12, 2021 by Lochmueller Group. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2015-2019 American Community Survey)			
	COC - Scott County, Indiana	AC 1 - Census Tract 9669, Scott County, Indiana	AC 2 - Census Tract 9670, Scott County, Indiana
Percent Minority	4.6%	1.9%	4.3%
125% of COC	5.8%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	14.9%	14.0%	14.5%
125% of COC	18.6%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

AC-1, Census Tract 9669 has a percent minority of 1.9% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9670 has a percent minority of 4.3% which is below 50% and is below the 125% COC. Therefore, AC-1 and AC-2 are not minority populations of EJ concern.

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

AC-1, Census Tract 9669 has a percent low-income of 14.0% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 9670 has a percent low-income of 14.5% which is below 50% and is below the 125% COC. Therefore, AC-1 and AC-2 are not low-income populations of EJ concern.

Therefore, no impact is expected.

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 take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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?

Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): N/A

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, an RFI was completed on January 22, 2020 by Lochmueller Group and INDOT SAM provided their concurrence on March 2, 2020 (Appendix E, E1 to E11). One NPDES facility was identified within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Due to the time lapse since the concurrence of the RFI document, Lochmueller Group did an additional investigation of GIS and available public records on December 29, 2021. No additional hazardous material concerns were identified. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Other

IN Department of Environmental Management (401/Rule 5)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)

This is page 22 of 24 Project name: SR 56 and Boatman Roundabout Date: June 22, 2022

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

Permits (mark all that apply)

Likely Required

- Individual Permit (IP)
- Isolated Wetlands
- Rule 5
- Other

X

IN Department of Natural Resources

- Construction in a Floodway
- Navigable Waterway Permit
- Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

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

The project may disturb up to 3.38 acres of land. Therefore, the project is expected to exceed the minimal guidelines of soil disturbance and a CSGP will be required.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. 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 Seymour 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 ESD)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed (No tree clearing April 1 – September 30). (USFWS)
7. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
8. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees

Indiana Department of Transportation

County Scott

Route SR 56/Boatman Rd.

Des. No. 1800210

within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)

9. 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)
10. If any object, obstruction, or equipment will exceed 120 ft. in height, further coordination will be required with INDOT Aviation due to the close proximity of Scottsburg Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway (INDOT Aviation)
11. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after January 5, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately (INDOT Seymour District).

For Further Consideration:

N/A

Appendix A: INDOT Supporting Documentation

Threshold Chart.....A1

Appendix B: Graphics

General Location Map..... B1
USGS Topographic Map B2
Aerial Map (2017)..... B3
Photo Location Map B4
Site Photographs..... B5-B10
Preliminary Plans..... B11-B39

Appendix C: Early Coordination

Sample Early Coordination Letter (October 30, 2020) C1-C6
Indiana Department of Environmental Management
Automatic Response Letter (October 30, 2020)..... C7-C17
Indiana Geological Survey
Automatic Response Letter (October 30, 2020) C18-C20
INDOT Office of Aviation
Response Letter (November 4, 2020) C21
Elevation Church
Record of Telephone Call (November 10, 2020) C22
US Department of Agriculture, Natural Resource Conservation Service
Response Letter (November 18, 2020) C23
NRCS-CPA-106 (December 31, 2020) C24
Indiana Department of Natural Resources, Division of Fish and Wildlife
Response Letter (November 24, 2020) C25
Sample Re-coordination Letter (December 16, 2021)..... C26-C27
Elevation Church
Record of Telephone Call (December 27, 2021) C28
US Department of Agriculture, Natural Resource Conservation Service
Response Letter (January 12, 2022) C29-C30
Indiana Department of Natural Resources, Division of Fish and Wildlife
Response Letter (January 14, 2022)..... C31
US Fish and Wildlife Service
Species List (January 22, 2022) C32-C37
NLAA Concurrence Verification Letter (February 17, 2022)..... C38-C51
Bridge/Structure Bat Assessment Forms (January 5, 2022)..... C52-C54

Appendix D: Section 106 of the National Historic Preservation Act (NHPA)

800.11(d) Effect Finding (December 21, 2020)D1-D6
Maps.....D7-D8
Photographs.....D9-D44
Consulting Parties ListD45-D47
Consulting Parties CorrespondenceD48-D66
Historic Property Report Summary and Archaeological Report Summary.....D67-D71
Public NoticeD72
Publisher’s Affidavit for the *Scott County Herald*D73-D74
IDNR SHPO Concurrence (February 5, 2021)D75-D76
800.11(d) Note to File (January 31, 2022)D77-D78

Appendix E: Red Flag Investigation and Hazardous Materials

Red Flag Investigation (March 2, 2020)..... E1-E11

Appendix F: Water Resources

Des. No.: 1800210
SR 56 and Boatman Road Project
Scott County, Indiana

Waters of the U.S. Report	F1-F7
USDA SSURGO Soils Map	F8-F10
USFWS NWI Map	F11
FEMA FIRMette	F12-F13
StreamStats Watershed Map	F14
Water Resources Map	F15
Wetland Data Sheets	F16-F21
Preliminary Jurisdictional Determination Form	F22-F25
INDOT EWPO Approval (March 19, 2020)	F26
Appendix G: Public Involvement	
Sample Notice of Survey (April 17, 2019)	G1
Appendix H: Air Quality	
Relevant pages from the INDOT FY 2022-2026 STIP	H1-H2
Appendix I: Other Information	
Land and Water Conservation Fund Grants: Scott County	I1
Environmental Justice Analysis	I2-I8

Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

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

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

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

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

⁴AMMs = Avoidance and Mitigation Measures.

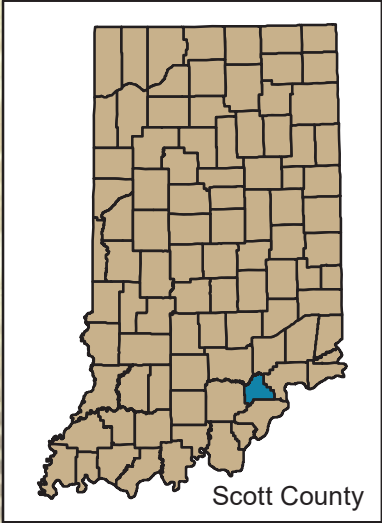
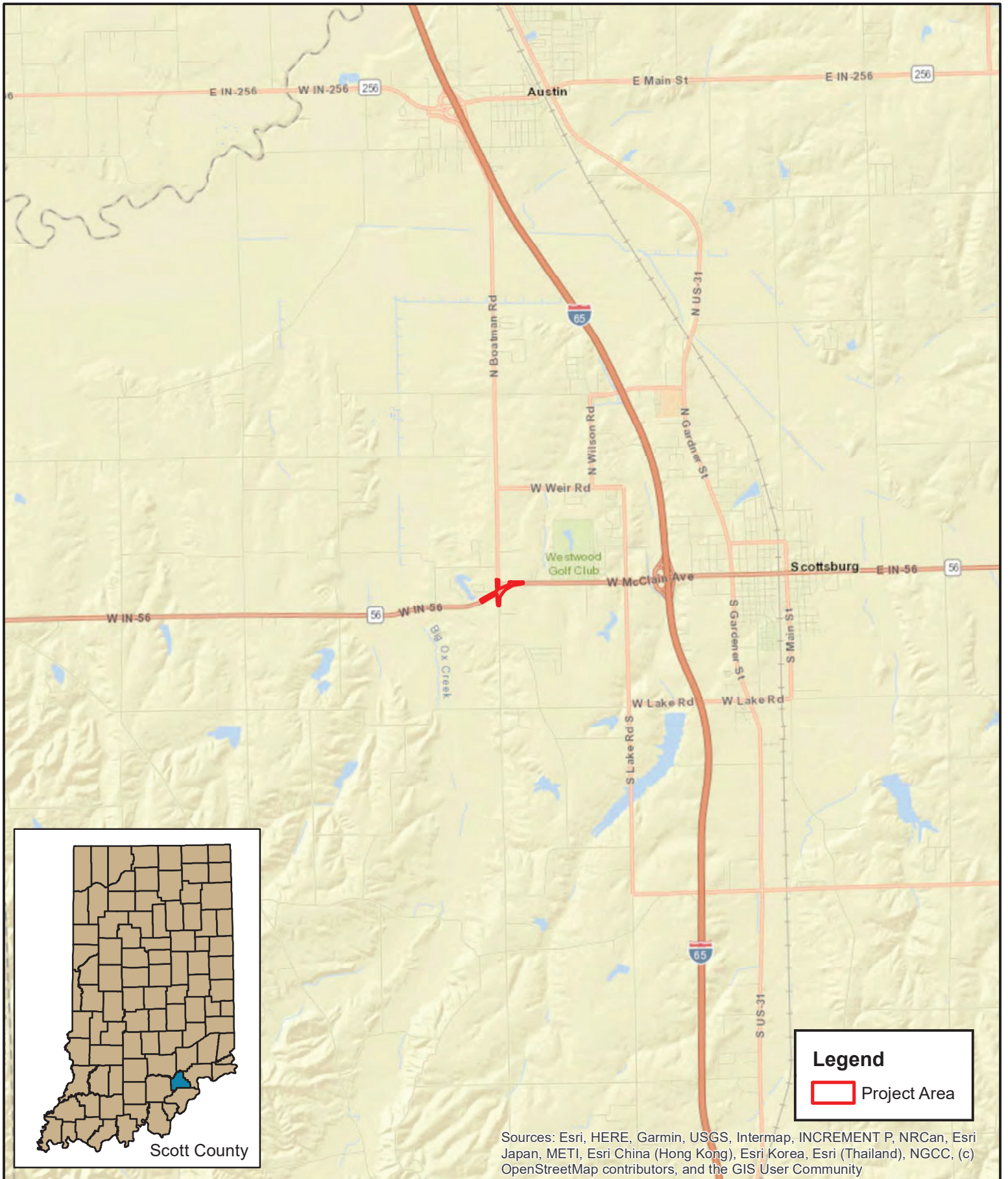
⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

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

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

Categorical Exclusion
Appendix B
Graphics



Legend

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

LOCHMUELLER GROUP

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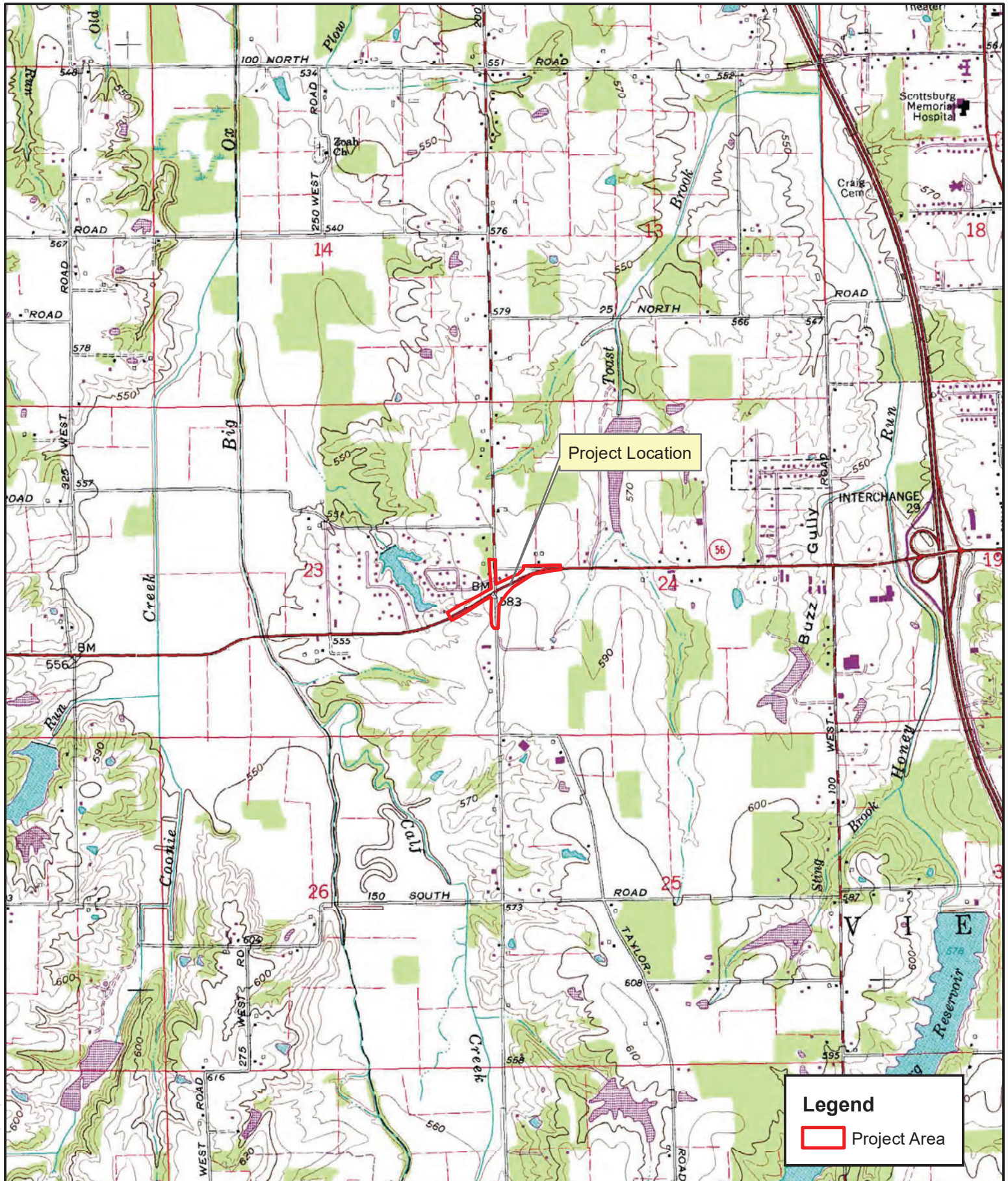
General Location Map
 Des. # 1800210

County: Scott
 Township: Vienna
 State: Indiana



Intersection Improvement Project
 SR 56 and Boatman Rd, 1.36 mi W of I-65
 Created: 12/14/2020, SBeaure

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Project Location

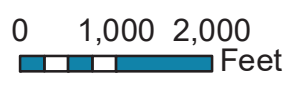
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Project Area

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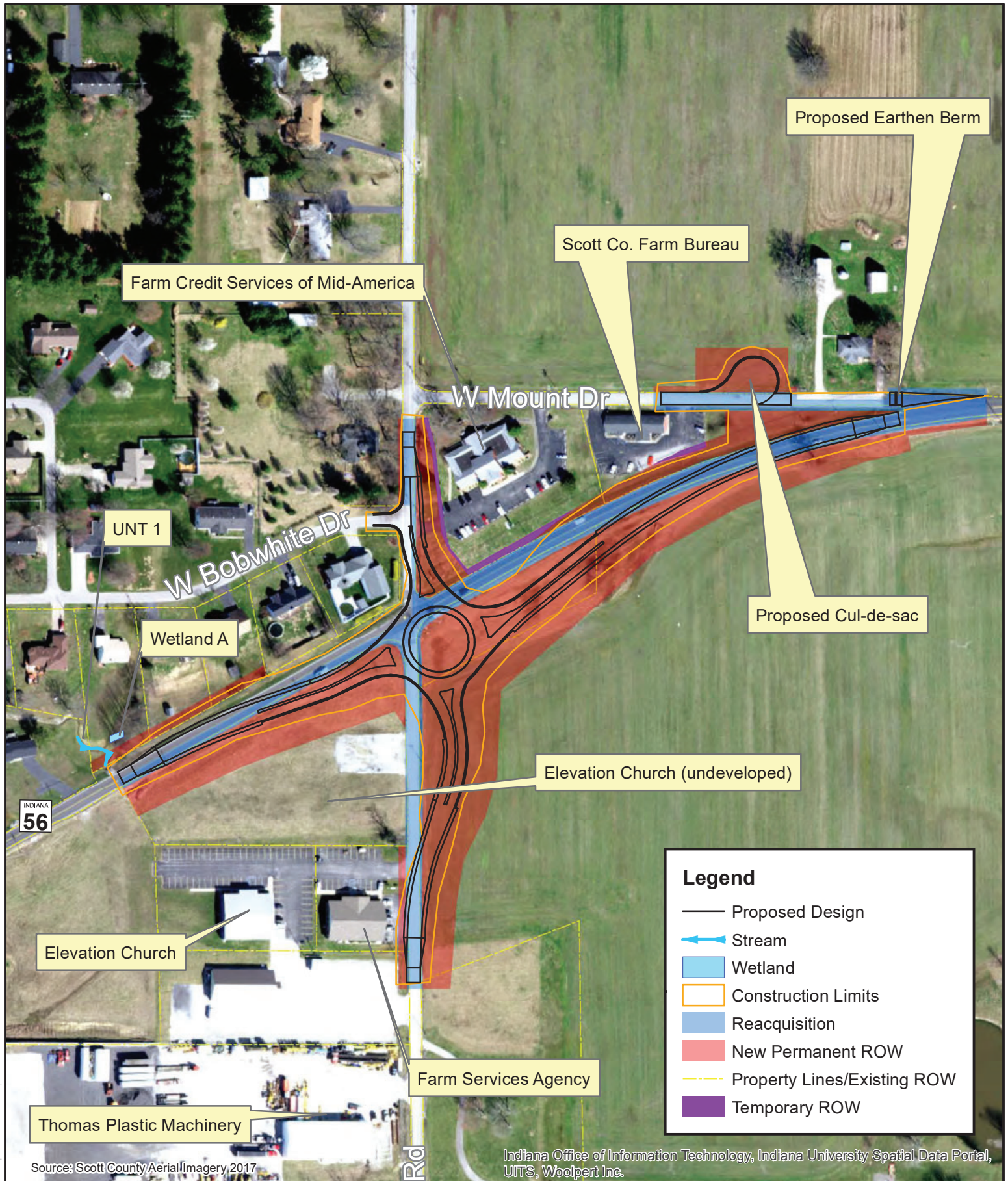
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

USGS Topographic Map
Scottsburg Quadrangle
Des. # 1800210



County: Scott
Township: Vienna
State: Indiana

Intersection Improvement Project
SR 56 and Boatman Rd, 1.36 mi W of I-65
Created: 12/14/2020, SBeaure



Source: Scott County Aerial Imagery 2017

Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

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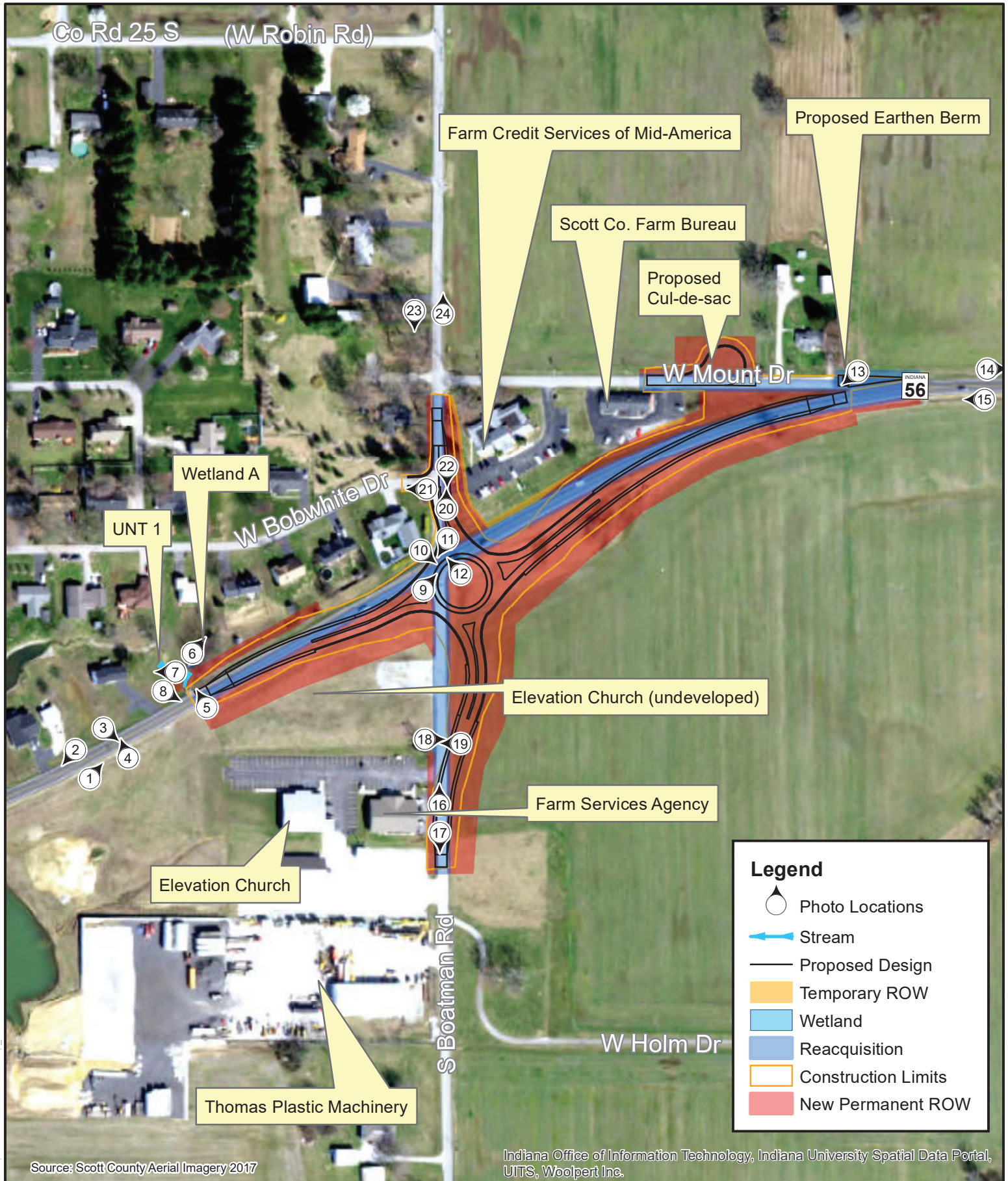
3502 Woodview Trace, Suite 150
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 Phone: (317) 222-3880
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Aerial Map (2017)
 Des. # 1800210

0 150 300 Feet

County: Scott
 Township: Vienna
 State: Indiana

Intersection Improvement Project
 SR 56 and Boatman Rd, 1.36 mi W of I-65
 Created: 4/12/2022, SBeaure



Source: Scott County Aerial Imagery 2017

Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

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 Indianapolis, IN 46268
 Phone: (317) 222-3880
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Photo Location Map
 Des. # 1800210

0 200 400 Feet

North Arrow

County: Scott
 Township: Vienna
 State: Indiana

Intersection Improvement Project
 SR 56 and Boatman Rd, 1.36 mi W of I-65
 Created: 4/12/2022, SBeaupre