

Indiana Department of Transportation

County Various Route Various Des. No. Various

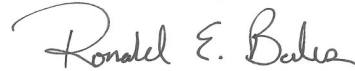
FHWA-Indiana Environmental Document

PROGRAMMATIC CATEGORICAL EXCLUSION

GENERAL PROJECT INFORMATION

Purpose of this document: Statewide Programmatic Categorical Exclusion between INDOT and FHWA: PCE Version - June 2021: supersedes the previous version February 2012.

Approval Programmatic CE:
This document supersedes all previous versions



June 4, 2021

INDOT, Environmental Policy Manager

Date

for Jermaine R. Hannon, FHWA, Indiana Division Administrator

GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	<p>The needs for these projects are as follows:</p> <p>Roadway and Structure Maintenance: There is a need to preserve the pavement, bridges, and small structures to extend the life of these transportation elements. By preserving the pavement and structures, roadways will last longer and delay the need for replacement and thus, save funds. The purpose of these projects is to fulfill this need of longer lasting pavement, existing signs and guardrails, bridge structures, and other transportation elements.</p> <p>Safety: There is a need to preserve and upgrade a variety of safety features along the transportation system. By maintaining and improving signs, signals, guardrail, railroad crossings, lighting and other safety features, hazards to the motorized and non-motorized transportation can be reduced. The purpose of these projects is to reduce injuries, property damage and fatalities by maintaining or improving existing safety measures.</p> <p>Air Quality: There is a need to assist local jurisdictions in their efforts to meet air quality goals and improve compliance with state plans. The purpose of these projects is to provide benefits to air quality by reducing transportation-related air pollution.</p> <p>Habitat Preservation: Various types of projects may require acquisition and preservation of habitat as mitigation for construction impacts. The purpose of this acquisition is to meet the mitigation requirements for those primary projects.</p> <p>Planting in Existing Right-of-Way: It is Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) policy to implement landscaping and other highway beautification where it can be done safely and cost-effectively. The purpose of these projects is to improve the appearance of the roadway, improve habitat, to control erosion, and/or to reduce mowing.</p>

Indiana Department of Transportation

County Various Route Various Des. No. Various

	<p>Vegetation Removal: Various types of projects may require the removal of vegetation from state-owned rights-of-way. This may be to maintain sight distance, to control invasive species or for aesthetic reasons. The purpose of these projects is to meet the identified vegetation control needs of the department.</p>
<p>Project Description (Preferred Alternative):</p>	<p>The following work types qualify:</p> <p>Repair or Replacement of Roadways, Sidewalks and Curbs: Work on existing gravel, asphalt, or concrete pavement within areas previously disturbed by construction, including, but not limited to, the following: crack sealing, chip sealing, micro surfacing, milling/resurfacing, pavement overlay, ultra-thin bonded wearing course (UBWC), rumble strips, pavement markers, crossovers, parking lots, and wedge and level projects and also installation of new curbs and sidewalks if the INDOT Cultural Resource Office (CRO) has determined that the project qualifies under the Minor Projects Programmatic Agreement (MPPA).</p> <p>Shoulder Treatments and Turn Lanes: Shoulder work including but not limited to, addition of gravel shoulders, conversion of gravel shoulders to asphalt/concrete shoulders, or addition of asphalt/concrete shoulders within previously disturbed soils. Turn lane work, including but not limited to, addition of asphalt/concrete turn lanes within previously disturbed soils and not to exceed a travel lane width. Construction of added turning or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening is only allowed when the project qualifies under the MPPA and no waterway permits are needed.</p> <p>Bridge Deck Overlays: Pavement overlay on existing asphalt or concrete surface and may include milling and partial or full depth patching. If the bridge is listed in or eligible for listing in the National Register, the project must qualify under the MPPA; i.e., this work must be limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.</p> <p>Repair or Replacement In-Kind of Bridge Elements: Work on individual bridge elements or replacement/widening/elevation of the superstructure/substructure of an existing bridge. The project must qualify under the MPPA; i.e., all work must take place in previously disturbed soils, must not be adjacent to or within a historic district or eligible property, and the bridge must have been determined not to be listed in or eligible for inclusion in the National Register. This does not include full bridge replacement, horizontal realignment or any work requiring a waterway permit.</p> <p>Replacement, Repair, Lining, or Extension of Culverts and Other Drainage Structures: Work such as replacement, repair, lining or extension of culverts or other drainage structures may occur if the project will not impact jurisdictional waterways or wetlands as determined from environmental investigations. These investigations may include site visit, review of available maps, waters of the US report, etc. Under certain conditions, installation of new</p>

Indiana Department of Transportation

County Various Route Various Des. No. Various

	<p>culverts and drainage structures is also allowed when INDOT CRO has determined that the project qualifies under the MPPA.</p> <p>Painting of Bridges: This applies only to bridges determined not to be listed in or eligible for the National Register. Includes blasting off old paint and repainting any exposed steel.</p> <p>Pavement Marking: Installation of new pavement markings (paint, thermoplastic, epoxy, etc.) either directly over the existing markings or in a different location/orientation after removal of the old markings via grinding. All markings remain within existing paved limits. This will be done within areas previously disturbed by construction where replacement, repair, or installation of curbs or sidewalks will not be required. If the pavement markings reduce or increase the number of travel lanes, this PCE may not be applicable. Contact the appropriate District Environmental.</p> <p>In-Kind Repair, Replacement or Upgrades of Existing Traffic Control Devices, Lighting and Safety Appurtenances: Removal or repair of damaged or outdated signs and posts, lighting, signals, and safety appurtenances (guardrail, cable barrier, glare screens, crash attenuators), and replacement of those removed with the same type of features in the same location that meet current specifications. This category may include upgrades to meet current design standards.</p> <p>Installation of New Traffic Control Devices, Lighting and Safety Appurtenances: Installation of new signs, new traffic signal controller cabinets, handholes, traffic detection loops and housing, and ADA-complaint accessible pedestrian pushbutton pedestal poles, posts, lighting, signals, and safety appurtenances (guardrail, cable barrier, glare screens, crash attenuators) as long as the project qualifies under the MPPA.</p> <p>Installation, Repair or Replacement of Existing Mechanically Stabilized Earth (MSE) walls, Retaining Walls, and Noise Barriers: Installation, repair or replacement of MSE walls, retaining walls and noise barriers (including earth berms, ground mounted noise walls and structure mounted noise walls) not exceeding 30' in height within the Interstate right-of-way. This is only allowed when work does not occur adjacent to or within a National Register listed or eligible individual above-ground resource or historic district and the project qualifies under the MPPA.</p> <p>Rail Crossing Safety Features: Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.</p> <p>Congestion Mitigation and Air Quality (CMAQ) Vehicle Purchases and Upgrades: Purchase of vehicles or equipment through the CMAQ program to improve air quality. This may include purchase of hybrid or alternative-fuel vehicles and vehicle upgrades or retrofits.</p> <p>Non-Infrastructure Safety Projects: Funding for safety programs which do not involve construction. These may include such things as training, bike helmets, vests and other personal safety equipment.</p>
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Indiana Department of Transportation

County Various Route Various Des. No. Various

	<p>Property Acquisition for Preservation: Funding for acquisition of property which will be preserved in an undeveloped condition. It may include acquisition of preservation easements or fee simple acquisition for such things as preservation of forest or other habitat. It does not include acquisition which is a precursor to construction of any kind.</p> <p>Planting in Existing Right-of-Way: General landscaping within previously disturbed soils in existing right-of-way for highway beautification purposes.</p> <p>Public Art and Landscaping on State-Owned or State-Controlled Right-of-Way: Installation of public art and landscaping enhancements within state-owned or state-controlled right-of-way including, but not limited to, enhancements such as gateway signs, landscaping, welcome signs, murals, special enhancements to provide corridor with continuity or identity, bridge aesthetics, and other types of public art or landscaping enhancements. Installation of public art and landscaping enhancements is only allowed when work does not occur adjacent to or within a National Register listed or eligible individual above-ground resource or historic district or project has been reviewed by CRO and determined to qualify under the MPPA.</p> <p>Ditch Regrading and Shoulder Clipping: Work within roadside ditches or along shoulders that have been filled by sediment and vegetation including, but not limited to, excavating the ditch or shoulder to original grade. The accumulated material will be removed and disposed of consistent with disposal requirements. If the work is within a roadside ditch that is a jurisdictional waterway or wetland, this PCE cannot be used. Shoulder clipping may involve the removal of sediment or grading along the shoulder.</p> <p>Vegetation and Debris Removal: Removal of vegetation from rights-of-way by physical or mechanical methods as well as chemical spraying. Herbicide spraying must be conducted by properly licensed personnel in accordance with the product label, and the herbicide used must be appropriate for the area and vegetation being sprayed. For logjam and sandbar removal from a river or stream beneath bridges, a construction permit under IC 14-28-1-22 is not required if the project meets the conditions of Section 312 IAC 10-5-7.</p> <p>All assessments of historic protection status must be carried out in accordance with the most recent MPPA for implementation of Section 106 of the Historic Preservation Act in Indiana, and/or the Indiana Historic Bridge Programmatic Agreement.</p>		
Other Alternatives Considered:	The no-build alternative was considered but was not considered further since it would not meet the purpose and need of the project.		
Funding Source(s):	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local <input checked="" type="checkbox"/> Other		
Project Sponsor:	Varies		
Estimated Cost:	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">Varies</td> <td style="width:50%;">Project Length: Varies</td> </tr> </table>	Varies	Project Length: Varies
Varies	Project Length: Varies		

Indiana Department of Transportation

County Various Route Various Des. No. Various

Public Involvement:	No: X	Yes:
The project does not meet any of the conditions set by the current <i>Indiana Department of Transportation (INDOT) Public Involvement Procedures Manual</i> that require formal public involvement. Therefore, the project sponsor is not required to offer the public an opportunity to request a public hearing. The project is not anticipated to cause any public controversy. This does not preclude the need for public involvement or public information meeting in the future.		
Right-of-Way:	No: X	Yes:
This project will occur within existing right-of-way (ROW). No permanent or temporary ROW will be required, unless for preservation purposes only.		
Maintenance of Traffic (MOT) During Construction:	No:	Yes: X
Traffic will be appropriately maintained, and any disruption would be temporary. 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.		
Bridge(s) and/or Small Structure(s) (include structure number(s)):	No:	Yes: X
Existing bridges and small structures will not be modified except as allowed by the most current versions of the MPPA and/or Indiana Historic Bridge Programmatic Agreement, as applicable.		

IDENTIFICATION AND EVALUATION OF IMPACTS		
Early Coordination:		
Limited early coordination may be required depending on involvement with resources and documented in the PCE application.		
Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
No jurisdictional waters will be disturbed. The PCE does not apply if waterway permits are needed.		
Open Water Feature(s):	No: X	Yes:
No jurisdictional waters will be disturbed. The PCE does not apply if waterway permits are needed.		
Wetlands:	No: X	Yes:
There will be no impacts to wetlands as part of these projects. Removal of invasive species from wetlands may be allowed in certain projects providing a net benefit to the wetland. The PCE does not apply if waterway permits are needed.		
Terrestrial Habitat:	No: X	Yes:
There will be no construction which affects habitat as part of this project. No tree removal within suitable summer habitat for listed bat species is permitted. Removal of invasive species will produce a net benefit to the habitat values of some areas. Any landscaping included with these projects will be designed to maintain or improve habitat within the affected area.		

Indiana Department of Transportation

County Various Route Various Des. No. Various

Protected Species:	No:	Yes: X
<p>These projects are included under the May 2013 USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana for all species except for the Indiana bat, northern long-eared bat, and the rusty patched bumble bee and other species listed in the future.</p> <p>The project must meet the requirements for a “No Effect” determination according to the Information for Planning and Consultation (IPaC) determination for the Indiana bat (<i>myotis sodalis</i>) and northern long-eared bat (<i>myotis septentrionalis</i>) or must apply the avoidance and minimization measures (AMMs) required by a project effect determination of “May Affect-Not Likely to Adversely Affect”. This PCE does not apply if there are tree, bridge, or structure AMMs.</p> <p>If the rusty patched bumble bee is identified through IPaC, then coordination with USFWS is required. This PCE would not apply.</p> <p>If a bridge or small structure has shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) or through coordination with IDNR, avoidance and minimization measures must be implemented prior to the start of and during the nesting season.</p>		
Geological and Mineral Resources:	No: X	Yes:
<p>If karst features will be impacted by the project this PCE does not apply. If these features are discovered during project development. INDOT Environmental Services Division (ESD) shall be contacted to coordinate with appropriate resource agencies and manage preparation of a separate environmental document. If unexpected karst features are discovered during construction, work shall cease immediately in the affected area and ESD will be contacted. ESD will coordinate with USFWS to determine appropriate protective measures.</p>		
Drinking Water Resources:	No: X	Yes:
<p>Though some projects may be in the St Joseph Sole Source Aquifer, the projects are of types which will not impact the legally designated sole source aquifer. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected. Due to the types of projects, impacts to drinking water resources would be minimal.</p>		
Floodplains:	No: X	Yes:
<p>These projects will not alter flood elevations.</p>		
Farmland:	No: X	Yes:
<p>These projects are not types which will affect farmland. Any property which is acquired for preservation will remain undeveloped.</p>		
Cultural Resources:	No:	Yes: X
<p>Full Section 106 coordination is not required for these projects, in accordance with the relevant category of the Minor Projects Programmatic Agreement (MPPA) or the project has been determined to be of a nature which has no potential to adversely affect resources protected by Indiana Code (IC) 14-21-1.</p> <p>All assessments of historic protection status must be carried out in accordance with the most recent MPPA for implementation of Section 106 of the Historic Preservation Act in Indiana.</p>		

Indiana Department of Transportation

County Various Route Various Des. No. Various

Section 4(f) and Section 6(f) Resources:	No: X	Yes:
Although there may be Section 4(f) or 6(f) resources near the project, none of the resources will be adversely affected by project activities.		
Air Quality:	No: X	Yes:
These projects are exempt from air quality analysis in accordance with 40 CFR Part 93.126. These projects are not projects of air quality concern and therefore will have no significant impact on air quality. The project must be included in the current Statewide Transportation Program (STIP) and Metropolitan Planning Organization Transportation Improvement Program (MPO TIP) if applicable.		
Community Impacts:	No: X	Yes:
No negative impacts are anticipated for the established communities. There may be temporary inconvenience due to construction activities.		
Public Facilities and Services (e.g. schools, emergency services):	No:	Yes: X
Traffic will be appropriately maintained, and any disruption would be temporary. 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.		
Hazardous Materials and Regulated Substances:	No:	Yes: X
Projects that require excavation or property purchased for preservation will be appropriately assessed for hazardous material concerns and documented. All herbicides sprayed will be used in accordance with manufacturer instructions and applicable regulations.		
Permits:	No:	Yes: X
<p>These projects may require an IDEM Rule 5 permit for ground disturbance totaling one (1) acre or more. If ground disturbance is less than one (1) acre, these projects may still be subject to stormwater permitting per 327 IAC 15.</p> <p>If a project involves installation of above ground structures and is located near a public airport (3.8 miles), the INDOT Office of Aviation will be contacted to determine whether it is necessary to complete FAA Form 7460-1 (Notice of Proposed Construction or Alteration) for equipment or permanent structures used for the project.</p> <p>It will be the responsibility of the project sponsor to obtain all required permits.</p> <p>No jurisdictional waters/wetlands will be disturbed. The PCE does not apply if water permits are needed.</p>		

ENVIRONMENTAL COMMITMENTS:
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.
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.

Indiana Department of Transportation

County Various Route Various Des. No. Various

If a project involves installation of above ground structures and is located near a public airport (3.8 miles), the INDOT Office of Aviation will be contacted to determine whether it is necessary to complete FAA Form 7460-1 (Notice of Proposed Construction or Alteration) for equipment or permanent structures used for the project.

If unexpected karst features are discovered during construction, work shall cease immediately in the affected area and INDOT will be contacted immediately.

If avoidance and minimization measures are required because of Range-wide Programmatic Consultation for the Indiana bat and northern long-eared bat, these avoidance and minimization measures are to be implemented as part of the project and are FIRM commitments.

If the MPPA determination results in commitments these are to be implemented as part of the project and are FIRM commitments.

Additional commitments from consultation, investigations or as design develops may be required. All commitments should be listed in the PCE applicability form.