

**Indiana Department of Transportation**

County Switzerland

Route State Road 56

Des. No. 1700001

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

<b>Road No./County:</b>	<b>State Road (SR) 56/Switzerland County</b>
<b>Designation Number:</b>	<b>1700001</b>
<b>Project Description/Termini:</b>	Small Structure Replacement over UNT to the Ohio River, 16.12 miles east of US 421

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

**Approval**

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____		_____	
FHWA Signature		Date	

**Release for Public Involvement**

_____	_____	_____	_____
ESM Initials	Date	ES Initials	Date

**Certification of Public Involvement** \_\_\_\_\_  
 Office of Public Involvement                      Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.  
 Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Aimee Cooper – Beam, Longest, and Neff (BLN), LLC

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Part I – PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA\*? [ ] Yes [X] No
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.

Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on February 20, 2019... Section 106 To meet the public involvement requirements of Section 106, a legal notice of FHWA’s finding of “No Adverse Effect” was published in the Vevay Reveille-Enterprise and the Switzerland County Democrat... Project Does Meet The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual...

Public Controversy on Environmental Grounds
Will the project involve substantial controversy concerning community and/or natural resource impacts? [ ] Yes [X] No

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

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Seymour
Local Name of the Facility: SR 56

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

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need

The need is based on the poor condition of the sub structure and the overall culvert, which has large spalls, heavy scaling, wide cracks, and considerable efflorescence. The structure is showing advanced signs of salt penetration with exposed reinforcing and section loss. If no action is taken, the salt will continue to deteriorate and the structure will become unsafe and require the roadway be closed until a replacement structure can be installed.

Purpose

The purpose of this project is to address the structural deficiencies and to provide a structurally sufficient and hydraulically sound structure that perpetuates the flow of traffic on SR 56 over the Unnamed Tributary (UNT) to the Ohio River.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Switzerland Municipality: Vevay

Limits of Proposed Work: Approximately 195 feet west of the structure and 195 east of the structure

Total Work Length: 0.033 Mile(s) Total Work Area: N/A Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes No
If yes, when did the FHWA grant a conditional approval for this project? Date: X

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

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**Location**

This project is located in Section 28, Township 2 North, Range 3 West, in the Vevay South Quadrangle of Switzerland County, IN on State Road (SR) 56 approximately 16.12 miles East of US 421 (Appendix B-2).

**Existing Conditions**

The existing structure is a 10 ft. by 6.21 ft. reinforced concrete slab structure in poor condition with large spalls, heavy scaling, wide cracks, and considerable efflorescence located on SR 56, 16.12 miles east of US 421. SR 56 at the project area is a two-lane road. The existing roadway paved width is approximately 22 ft. with an approximate clear roadway width of 31 ft. 6 in. through the structure with no existing railing. This existing roadway consists of two 11 ft. paved travel lanes boarded by 1 ft. earth usable shoulders (no paved shoulders). SR 56 at the project area is not an element of the National Highway System or the Nation Truck Route and is classified as a Rural Minor Arterial. The project area has mixed surroundings of residential properties, historic properties, and undeveloped wooded areas. An unnamed tributary to the Ohio River is within the project area.

**Preferred Alternative**

This project will replace the existing small structure with a new 12 ft. by 6.0 ft. single span precast concrete 3-sided structure on a similar roadway alignment. The structure and roadway will be widened within the project limits to meet the current geometric standards, which are 12 ft. lanes bordered by a 3 ft. min. usable shoulder with a 1 ft. guardrail offset, paved to the guardrail face. The project limits will be 100 ft. west and 125 ft. east of the proposed structure with approximately 95 ft. west and 70 ft. east of incidental work beyond each end of the project. This alternative will meet the need and purpose by providing SR 56 with a structurally sufficient and hydraulically sound new structure in excellent condition. Traffic will be maintained through a full closure with a detour that will utilize SR 129, US 421, and SR 56 and will be approximately 50 miles long.

**OTHER ALTERNATIVES CONSIDERED:**

*Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.*

**“Do Nothing” Alternative**

This alternative would not require an expenditure of funds; however, it would not address the purpose of the project which is to correct the deteriorated conditions of the existing pavement and drainage concerns. With the “Do Nothing” alternative, the existing roadway and drainage patterns will continue to deteriorate and require constant maintenance. The “Do Nothing” alternative does not address the purpose and need of the project and was dismissed from further consideration.

**The Do Nothing 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

**ROADWAY CHARACTER:**

Functional Classification:	Rural minor arterial		
Current ADT:	2414	VPD (2022)	Design Year ADT: 2838
		VPD (2042)	
Design Hour Volume (DHV):	290	Truck Percentage (%)	10.00
	VPH?		
Designed Speed (mph):	55	Legal Speed (mph):	55

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**Existing**
**Proposed**

Number of Lanes:	2		2
Type of Lanes:	Travel lanes		Travel lanes
Pavement Width:	22	ft.	24
Shoulder Width:	1	ft.	4
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting:  Urban     Suburban     Rural  
 Topography:  Level     Rolling     Hilly

*If the proposed action has multiple roadways, this section should be filled out for each roadway.*

<b>DESIGN CRITERIA FOR BRIDGES:</b>
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Structure/NBI Number(s): Small Structure CV 056-078-158.30    Sufficiency Rating: N/A  
 (Rating, Source of Information)

**Existing**
**Proposed**

Bridge Type:			
Number of Spans:			
Weight Restrictions:		ton	
Height Restrictions:		ft.	
Curb to Curb Width:		ft.	
Outside to Outside Width:		ft.	
Shoulder Width:		ft.	
Length of Channel Work:			

*Describe bridges and structures; provide specific location information for small structures.*

Remarks: **Presence**  
 Existing Small Structure CV 056-078-158.30 is located on SR 56 approximately 16.12 miles East of US 421. The existing small structure is a 10 ft. by 6.21 ft. reinforced concrete slab. This project will replace the existing structure with a 12 ft. by 6.0 ft single span precast concrete 3-sided structure. No other bridges, small structures or pipes are located within the project area.

Will the structure be rehabilitated or replaced as part of the project?     **Yes**     **No**     **N/A**

*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

<b>MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:</b>
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Is a temporary bridge proposed?	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

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Provisions will be made to accommodate any local special events or festivals.  
 Will the proposed MOT substantially change the environmental consequences of the action?  
 Is there substantial controversy associated with the proposed method for MOT?

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

Remarks: The MOT for this project will require a full closure with a detour that will utilize SR 129, US 421, and SR 56 and will be approximately 50 miles long.

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

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ N/A (20--) Right-of-Way: \$ 50,000 (2021) Construction: \$ 4,124,118 (2022)

Anticipated Start Date of Construction: Spring of 2022

Date project incorporated into STIP July 2, 2019

Is the project in an MPO Area?  Yes  No

If yes,  
 Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.60	0.00
Commercial	0.00	0.00
Agricultural	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
<b>TOTAL</b>	<b>0.60</b>	<b>0.00</b>

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

Remarks: Based on preliminary research, the right-of-way (ROW) limits at the structure is the existing edge of pavement along SR 56. During survey, ROW markers were not found along SR 56. The Switzerland County Historical Society appears to be the property owner on all found corners of the project.

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**Right-of-way (ROW) required**  
 The project requires approximately 0.6 acre of permanent right-of-way (ROW) that is residential and located north and south of the structure.

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

**SECTION A – ECOLOGICAL RESOURCES**

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b><u>Yes</u></b>	<b><u>No</u></b>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: **Presence, with impacts**  
 Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3) and the water resources map in the Red Flag Investigation (RFI) report (Appendix E-8) there are eight river and stream segments located within the 0.5 mile search radius. There is one stream segment located within the project area.

**Waters Report**  
 A *Waters of the U.S. Determination / Wetland Delineation Report* was approved on February 21, 2020 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream, UNT to the Ohio River, is located within the project area and is likely a Waters of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

UNT to the Ohio River is not a Federal Wild and Scenic River, Indiana Natural, Scenic, and Recreational System River, Indiana Outstanding River, or listed on the Nationwide Rivers Inventory or the list of navigable waters in Indiana. The USGS Stream Stats website exhibits an upstream drainage area of 0.044 square mile. The stream has a defined Ordinary High-Water Mark (OHWM) that was measured as approximately 2 feet wide and 1 inch deep. Approximately 80 linear feet of UNT to the Ohio River is within the project area. Approximately 80 linear feet of impact is anticipated with construction of the new structure. The stream did not exhibit a riffle/pool area and had a substrate of silt and rock, with poor sinuosity. Based on these observations, the stream quality was rated as poor. Due to the presence of an OHWM, UNT to the Ohio River would likely be considered a Water of the U.S. A Section 401 and Section 404 will be needed for impacts to the waterway. Mitigation is not anticipated.

**Early Coordination**  
 Early coordination letters were sent on August 12, 2019. The Indiana Department of Natural Resources (IDNR) responded on September 12, 2019 with recommendations to minimize impacts to UNT to the Ohio River (Appendix C-14). IDNR recommends that no work should be done in the waterway from April 1 through June 30 without prior written approval from the Division of Fish and Wildlife. All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

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Other Surface Waters	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"/>
Detention Basins	<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"/>

Remarks: **No presence, no impact**  
 Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3), and the water resource map in the RFI report (Appendix E-8) there are two NWI-points within the 0.5 mile search radius. No other surface waters are present within the project area, therefore, no impacts are expected.

**Waters Report**  
 A *Waters of the U.S. Determination / Wetland Delineation Report* was approved on February 21, 2020 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no other surface waters are located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

**Early Coordination**  
 Early coordination letters were sent on August 12, 2019. The Indiana Department of Environmental Management (IDEM) responded on August 12, 2019 with recommendations to minimize impacts to any other surface waters (Appendix C-4). IDEM recommends that a section 404 permit and Section 401 permit be completed and approved for any impacts to waterways.

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

Total wetland area: N/A acre(s)      Total wetland area impacted: N/A 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

**Documentation**

**ES Approval Dates**

**Wetlands (Mark all that apply)**

Wetland Determination	X
Wetland Delineation	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>
Mitigation Plan	<input type="checkbox"/>

February 21, 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;



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Unique engineering, traffic, maintenance, or safety problems;  
Substantial adverse social, economic, or environmental impacts, or  
The project not meeting the identified needs.


*Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.*

Remarks:

**No presence, no impact**  
Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on July 9, 2019 by BLN, the USGS topographic map (Appendix B-2) and the RFI report (Appendix E-1) no wetlands are located within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

**Waters Report**  
A *Waters of the U.S. Determination / Wetland Delineation Report* was approved on February 21, 2020 by the INDOT Ecology and Waterway Permitting Office. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. **Early Coordination**  
Early coordination letters were sent on August 12, 2019. IDEM responded on August 12, 2019 with recommendations to minimize impacts to any other wetlands (Appendix C-4). IDEM recommends that a section 404 permit and Section 401 permit be completed and approved for any impacts to wetlands.

**Terrestrial Habitat**

Unique or High Quality Habitat

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

*Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).*

Remarks:

**Presence, with impacts**  
Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3), there is wooded cover north and south of the structure. Dominate species include Red Maple and Black Walnut. Trees approximately 40 feet north and south of the centerline of the roadway within the project area will need to be removed to create a clear area for construction, for a total of approximately 0.2 acre. Any non-wooded construction impacts such as that to grasses will be re-seeded with either Seed Mixture Floodplain or Seed Mixture R. Mitigation or additional plantings beyond seeding and stabilizing disturbed areas are not anticipated. Any disturbed areas will be restored following completion of construction activities.

**Early Coordination**  
Early coordination letters were sent on August 12, 2019. IDNR responded on September 12, 2019 with recommendations to minimize impacts to terrestrial habitat (Appendix C-14). IDNR recommends that the clearing of brush and trees be minimized within the project limits. All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

*If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.*

**Karst**

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?  
Are karst features located within or adjacent to the footprint of the proposed project?

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

If yes, will the project impact any of these karst features?

*Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)*

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Remarks: **Outside karst area**  
 Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B-2), the RFI report (Appendix E-1) there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C-17). Response from IGS has been communicated with designer on August 12, 2019. No impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
<b>Threatened or Endangered Species</b>		<u>Yes</u>	<u>No</u>
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is Section 7 formal consultation required for this action?  **Yes**  **No**

Remarks: Based on a desktop review and the RFI report (Appendix E-1), completed by BLN on May 5, 2020, the IDNR Switzerland County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-9. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated September 12, 2019 (Appendix C-14) the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Bats, Programmatic Informal Consultation – Not Likely to Adversely Affect**  
 Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-21). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were found to be present within or adjacent to the project area along with the Indiana Bat. Refer to the paragraph below.

The official species list generated from IPaC indicated one other species present within the project area, the Sheepsnose Mussel (*Plethobasus cyphus*). The project qualifies for the USFWS Interim Policy. USFWS responded to coordination on August 19, 2019, Appendix C-12, and stated that it does not appear that there will be impacts to the Sheepsnose Mussel habitat as a result of the structure replacement.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on April 2, 2021, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat. INDOT reviewed and verified the effect finding on April 9, 2021 and requested USFWS's review of the finding (Appendix C-26). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation measures (AMMS) are included as firm commitments in the *Environmental Commitments* section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available or if project plans are changed, USFWS will be contacted for consultation.

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**SECTION B – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Drinking Water Resources</b>			
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	<u>Yes</u>	<u>No</u>
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

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

**Not located in a Wellhead Protection Area or Source Water Area**  
 The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 25, 2021 by BLN. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

**Wells present, no impacts**  
 The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on January 25, 2021 by BLN. The closest well is approximately 0.3 mile away from the project area. The features will not be affected by the scope of this structure replacement. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that the well is affected, a cost to cure will likely be included in the appraisal to restore the wells.

**Not in an Urban Area Boundary Location**  
 Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4>) by BLN on January 25, 2021, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

**Not in a Public Water System Location**  
 Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3) no public water systems were identified. Therefore, no impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Flood Plains</b>			
Longitudinal Encroachment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

**In floodplain**  
 Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by BLN on January 25, 2021, and the RFI report; this project is located in regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B-5). An early

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coordination letter was sent on August 12, 2019 to the local Floodplain Administer. The floodplain administrator did not respond within the 30-day time frame. This project qualifies and a Category 4 per the INDOT CE Manual, which states "no homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial."

	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
<b>Farmland</b>			
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006* _____)			
*If 160 or greater, see CE Manual for guidance.			

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: **No presence, no impact**  
 Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3) there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of FPPA do not apply to this project; therefore no impacts are expected. An early coordination letter was sent on August 12, 2019, to the Natural Resources Conservation Service (NRCS). NRCS responded on September 4, 2019 and states this project will not cause a conversion of prime farmland (Appendix C-20).

**SECTION C – CULTURAL RESOURCES**

	<b>Category</b>	<b>Type</b>	<b>INDOT Approval Dates</b>	<b>N/A</b>
Minor Projects PA Clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Eligible and/or Listed  
Resource Present**

**Results of Research**

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input checked="" type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

**Project Effect**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

**Documentation  
Prepared**

<b>Documentation</b> (mark all that apply)		<b>ES/FHWA Approval Date(s)</b>	<b>SHPO Approval Date(s)</b>
Historic Properties Short Report	<input checked="" type="checkbox"/>	June 11, 2020	July 9, 2020
Historic Property Report	<input type="checkbox"/>		
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	June 11, 2020	July 9, 2020
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	June 11, 2020	July 9, 2020
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	January 5, 2021	January 25, 2021
800.11 Documentation	<input checked="" type="checkbox"/>	January 5, 2021	January 25, 2021

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Memorandum of Agreement (MOA)  **MOA Signature Dates** (List all signatories)

*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks:

**Full Section 106**  
 INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires INDOT to evaluate the effects of its undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (NRHP). The following information summarizes the steps INDOT took to identify the cultural resources listed on or eligible for listing on the NRHP and the expected impacts the proposed project would have on those resources.

**Area of Potential Effect (APE):**  
 This is a federally funded project that requires coordination with the FHWA as required by the Section 106 process. Per 36 CFR 800.9(a), the APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist". The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The APE is influenced by the scale and nature of an undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the culvert. Visual impacts were the driving factor in the creation of the APE as the culvert is visible from the immediate structures comprising the Thiebaud Farmstead Historic District (NR-1766) and two residences to the northeast and southeast. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised primarily of forested bluffs to the north and forested, flat areas to the south, just north of the Ohio River. The APE contains one property listed in the National Register of Historic Places (NRHP). This property is the Thiebaud Farmstead Historic District. The APE contains no additional properties that are recommended eligible for listing in the NRHP. A map illustrating the APE limits as described is provided in Appendix D-12.

**Coordination with Consulting Parties:**  
 Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires Federal Agencies, or their representatives, to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c) and the *INDOT Cultural Resources Manual*, organizations were invited to participate in efforts to identify historic properties potentially affected by this undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. Organizations that accepted the invitation were recognized as consulting parties. Early coordination for the project was initiated on March 11, 2020. The State Historic Preservation Officer (SHPO) is an automatic consulting party. The list below included the organizations invited to participate as consulting parties. The organizations identified in bold print are participating consulting parties.

Organizations Invited	Date accepted
<b>State Historic Preservation Officer (automatic consulting party)</b>	03/31/20
Historic Vevay, Inc.	
Indiana Barn Foundation	
<b>Indiana Landmarks Southeast Field Office</b>	04/06/20
Southeastern Indiana Regional Planning Commission	
Switzerland County Commissioners	
Switzerland County Council	
Switzerland County Highway Supervisor	

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Switzerland County Historian	
<b>Switzerland County Historical Society (Martha Bladen)</b>	03/16/20
Switzerland County Surveyor	
Vevay Historic Review Board	
Vevay Town Council	
Delaware Tribe of Indians, Oklahoma	
Eastern Shawnee Tribe of Oklahoma	
<b>Miami Tribe of Oklahoma</b>	04/07/20
Peoria Tribe of Indians of Oklahoma	
Pokagon Band of Potawatomi Indians	
Shawnee Tribe	
United Keetoowah Band of Cherokee Indians	

An early coordination letter was uploaded to INSCOPE (INDOT's publicly Section 106 consultation website) on March 11, 2020 and released for viewing online the same day. Hard copies of these materials were mailed to SHPO on March 11, 2020. On April 6, 2020, an email was sent from Indiana Landmarks Southeast Field Office stating their concern for the stone lined ditch and a stone retaining wall. They also provided courses of action to minimize the damage to these two structures.

**Archaeology:**

In April 2020, a Phase Ia Archaeological Reconnaissance Report was prepared by Cultural Resource Analysts (CRA) (Paul D. Bundy 4/8/2020). The Phase Ia Archaeological Reconnaissance was a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. No archaeological deposits were found within the narrow project area and disturbances associated with construction of the existing SR 56 were documented. Notably, visual inspection of the area beyond the current survey area was conducted to identify cultural features associated with the Thiebaut Farmstead that were previously mapped in the project vicinity. These features were found and documented to ensure that they were beyond the current survey area and would not be directly impacted by the project. Excerpts of the archaeological report are provided in Appendix D-87.

**Historic Properties:**

To further assist the FHWA in carrying out its responsibilities pursuant to 36 C.F.R. § 800.4(b), a Qualified Professional Historian employed by CRA completed the Historic Properties Report Short Report (HPSR) (Alyssa Reynolds, May 2020). The National Register of Historic Places (NRHP) database was consulted, in addition to the Indiana Register of Historic Sites and Structures (State Register), SHAARD and the Indiana Historic Sites and Structures Inventory (IHSSI). These databases were utilized to identify any previously inventoried properties within the APE. One historic property, Thiebaut Farmstead Historic District is listed on the NRHP. Excerpts from the HPR are provided in Appendix D-90.

On June 12, 2020, the HPSR and the Phase Ia Archaeological Reconnaissance report were submitted to the SHPO and the identified consulting parties. In a letter dated July 9, 2020, the SHPO concurred with the conclusion of the HPSR (Appendix D-120).

An Effects Letter was mailed to SHPO and consulting parties on August 24, 2020 for comments about the "No Adverse Effect" with a de minimis 4(f) determination finding. On September 1, 2020, Jarrard Holbrook of Indiana Landmarks proposed adding another commitment after reviewing the HPSR and effects letter. A map of the area was provided that would be appropriate for vegetation clearing. Indiana Landmarks recommended that BLN could clear vegetation along the northern part of the stone-lined ditch in order to make the remaining portion more visible. The property owner, Martha Bladen, concurred and also agreed to the Unique Special provision (USP) proposing that the stones from the ditch be set back in place after the culvert replacement. SHPO responded to the effects letter on September 14, 2020. They stated that they would like to know more about the forthcoming opinions and recommendations from the Switzerland County

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Historical Society/Bladen (property owner) since they could see the project as having no adverse effect. SHPO also provided information about the stone-lined ditch and pooling area from the NRHP nomination form. Martha Bladen agreed to placing the stones behind the wingwalls in an email with INDOT Project Manager, Travis Mankin, on October 7, 2020. She also contacted local businesses for cost estimates about vegetation removal. Mankin agreed that this should be acceptable for the Commitment.

**Documentation, Findings:**

The Thiebaud Farmstead Historic District (NR-1766) is listed in the NRHP. On January 5, 2021, INDOT-CRO, on behalf of the FHWA, approved the APE and issued a “No Historic Properties Affected” determination for the project. On January 5, 2021, the effect documentation was provided to the SHPO. In a letter dated January 25, 2021, the SHPO concurred with the “No Adverse Effect” determination (Appendix D-1). No other comments were received from consulting parties. This undertaking will convert property from the Thiebaud Historic District (NR-1766), a Section 4(f) historic property, to a transportation use; INDOT, acting on behalf of the FHWA has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore FHWA hereby intends to issue a “de minimis” finding for the Thiebaud Farmstead Historic District (NR-1766), pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property.

**Public Involvement:**

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the views of the public were sought regarding the effect of the proposed project. A public notice was placed in *the Switzerland Democrat and the Vevay Reveille Enterprise* on January 14, 2021 to solicit comments on the “No Adverse Effect” determination with a de minimis 4(f) determination. A comment period was offered with a deadline ending on February 9, 2020. No comments were received. A copy of the legal notice and publisher’s claim are provided in Appendix D-123.

This completes the Section 106 process and the responsibilities of FHWA under Section 106 have been fulfilled.

### SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

**Section 4(f) Involvement (mark all that apply)**

**Parks & Other Recreational Land**

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

**Presence**


**Use**

Yes	No

**Evaluations Prepared**

- Programmatic Section 4(f)\*
- “De minimis” Impact\*
- Individual Section 4(f)


**FHWA Approval date**

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**Wildlife & Waterfowl Refuges**

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

**Presence**


**Use**

Yes	No

**Evaluations Prepared**

- Programmatic Section 4(f)\*
- “De minimis” Impact\*
- Individual Section 4(f)


**FHWA Approval date**

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<b>Historic Properties</b>	<b><u>Presence</u></b>	<b><u>Use</u></b>	
Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
	<b><u>Evaluations Prepared</u></b>		
Programmatic Section 4(f)*	<input type="checkbox"/>	<b><u>FHWA Approval date</u></b>	
“De minimis” Impact*	<input checked="" type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	

\*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:	<p><b><u>Presence, impact, use</u></b></p> <p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3) and the RFI report (Appendix E-1) and the Historic Properties Short Report (Appendix D-90) there is one Section 4(f) resource located within the 0.5 mile search radius. There is one site located within the project area. This resource is the Thiebaud Farmstead Historic District is an NRHP listed Section 4(f) resource. The parcel is noted as an “Outstanding” property in the Switzerland County interim report in 2006 and was listed in the NRHP in 2004 under Criterion A for agriculture and Criterion C for its Greek Revival architecture with a period of significance between circa 1817 and 1953. The farmstead is significant as a representation of early nineteenth-century Swiss settlement and agriculture, especially the wine and hay culture of southeast Indiana, and also as an outstanding example of early nineteenth century vernacular architecture.</p> <p>The project proposes to replace the existing culvert with a new concrete three-sided structure within the boundary of the Thiebaud Farmstead Historic District property. The current roadway width of SR 56 will be increased a total of 8 feet, from 24 feet to 32 feet, with an additional 45 feet (0.60 acre) of permanent right-of-way measuring from the edge of the road. This amount of right-of-way is recommended in order to accommodate the additional riprap and to account for construction limits. New guardrail will be installed on the east and west elevations of the culvert.</p> <p>This undertaking will convert 0.60 acre from the Thiebaud Historic District (NR-1766) to a transportation use. The rest of the parcel will retain its historic characteristics and association with agriculture. The project falls under the guidelines of a de minimis impact. The FHWA has considered the views of consulting parties participating in Section 106 of the National Historic Preservation Act (NHPA). The SHPO was informed of FHWA’s intent to make a de minimis impact finding based on their written concurrence in the Section 106 determination of “No Adverse Effect;” and the Section 106 process resulted in a determination of “No Adverse Effect” with the written concurrence of the SHPO. The “de minimis” finding for the Thiebaud Farmstead Historic District (NR-1766), pursuant to SAFETEA-LU, thereby satisfies FHWA’s responsibilities under Section 4(f) for this historic property.</p>
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<b>Section 6(f) Involvement</b>	<u>Presence</u>	<u>Use</u>
	Yes	No
<b>Section 6(f) Property</b>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: **No presence, no impact**  
 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 Land and Water Conservation Fund (LWCF) website at <https://www.lwcfcoalition.com/tools> revealed a total of two properties in Switzerland County (Appendix I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

### SECTION E – Air Quality

**Air Quality**

<b>Conformity Status of the Project</b>		<b>Yes</b>	<b>No</b>
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:			
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:			
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Level of MSAT Analysis required?

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

Remarks: **Project Bundled in Contract**  
 The FY 2020-2024 STIP is listed based on the lead DES number in the contract. The lead DES number for this contract is 1500021. The FY 2020-2024 STIP includes DES number 1700001 by reference with the contract number B-40422.

**Attainment area**  
 This project is located in Switzerland County which is currently in attainment for all criteria pollutants according to IDEM's air quality records ( [https://www.in.gov/idem/airquality/files/nonattainment\\_county\\_list.pdf](https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf) ). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

**MSAT Level 1a Analysis**  
 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.

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**SECTION F - NOISE**

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

	No	Yes/ Date
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: **Type III Project**  
 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.

**SECTION G – COMMUNITY IMPACTS**

**Regional, Community & Neighborhood Factors**

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: There may be temporary inconveniences associated with construction such as increased travel times, possible construction noise and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. Furthermore, no permanent or temporary economic effects are expected to result from the proposed project. Acquisition of the additional right-of-way would not appreciably affect the properties tax base of Switzerland County. A review of [www.fairsandfestivals.net](http://www.fairsandfestivals.net), an online resource for local fairs and festivals, there are no scheduled festivals or other public events that will be impacted as a result of the project.

As required by the Americans with Disabilities Act (ADA) Switzerland County has developed an ADA Transition Plan. As proposed, SR 56 is a rural road that does not include any ADA components. There are no existing sidewalks or other pedestrian facilities adjacent to the project area or within the project limits. There are no sidewalks or other pedestrian facilities included in the design; however, the project complies with local development patterns for the area. No sidewalks or pedestrian facilities for the project area are included in the ADA transition plan.

**Indirect and Cumulative Impacts** **Yes**  **No**   
 Will the proposed action result in substantial indirect or cumulative impacts?

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Remarks: Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the patterns of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

The replacement of the existing small structure on SR 56 over UNT to the Ohio River will not increase the capacity of the roadway or lead to any change in traffic patterns. The project is a small structure replacement with a similar capacity replacement, it is not anticipated to lead to changes in land use or tax base or contribute to or stimulate an increase in commercial or residential development in the project area. The project will address the structural deficiencies and provide a hydraulically sound structure that maintains the flow of traffic on SR 56 over UNT to the Ohio River. No indirect or cumulative impacts are expected as a result of the project.

**Public Facilities & Services**

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

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

Remarks: **No presence, no impact**  
 Based on a desktop review, a site visit on July 9, 2019 by BLN, the aerial map of the project area (Appendix B-3) and the RFI report (Appendix E-1) there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

**Environmental Justice (EJ) (Presidential EO 12898)**

During the development of the project were EJ issues identified? 

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

Does the project require an EJ analysis? 

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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If YES, then:

Are any EJ populations located within the project area?	<input type="checkbox"/>	<input type="checkbox"/>
Will the project result in adversely high or disproportionate impacts to EJ populations?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: **EJ Analysis, No EJ Populations**  
 Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. This project will require 0.6 acre of additional permanent right-of-way; therefore, an EJ analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Switzerland County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9659. 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 American Community Survey 2019 was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on February 10, 2021 by BLN. The data collected for minority and low-income populations within the AC are summarized in the below table.

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Table: Minority and Low-Income Data (ACS,2019)		
	COC Switzerland County	AC Census Tract 9659
Percent Minority	4.64	3.58
125% of COC	5.79	
<b>EJ Population of Concern</b>		<b>No</b>
Percent Low-Income	18.97	21.23
125% of COC	23.72	
<b>EJ Population of Concern</b>		<b>No</b>

AC Census Tract 9659 has a percent minority of 3.58 which is below 50% and is below the 125% COC threshold. Therefore, AC does not contain minority populations of EJ concern.

AC Census Tract 9659 has a percent low-income of 21.23 which is below 50% and is below the 125% COC threshold. Therefore, AC does not contain low-income populations of EJ concern.

Conclusion: the census data sheets, map, and calculation can be found in Appendix I-2. No further environmental justice analysis is warranted.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
 Is a Business Information Survey (BIS) required?  
 Is a Conceptual Stage Relocation Study (CSRS) required?  
 Has utility relocation coordination been initiated for this project?

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

*If a BIS or CSRS is required, discuss the results in the remarks box.*

Remarks: **No Relocations**  
 No relocations of people, businesses, or farms will take place as a result of this project.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

**Documentation**

**Hazardous Materials & Regulated Substances** (Mark all that apply)

- Red Flag Investigation X
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

**No      Yes/ Date**

<b>ES Review of Investigations</b>		X / May 5, 2020
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*Include a summary of findings for each investigation.*

Remarks: **No presence**  
 Based on a review of GIS and available public records, a RFI was approved on May 5, 2020 by INDOT (Appendix E-1). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.



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- 6) Tree Removal AMM 2: Apply time of year restrictions (no tree clearing April 1- September 30) for when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of the year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
- 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 removed documented Indiana bat or NLEB roosts that are still suitable for roosting or trees within 0.25 mile of roosts or documented foraging habitat any time of year. (USFWS)
- 9) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start date of construction. If construction will begin after March 29, 2023 an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bat/bat indications 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. (INDOT ESD and INDOT Seymour District).

**For Further Consideration:**

- 1) If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR)
- 2) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR)
- 3) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR)
- 4) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR)
- 5) Operate equipment used to replace the bridge from the existing roadway. (IDNR)
- 6) Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)

**Indiana Department of Transportation**

County Switzerland

Route State Road 56

Des. No. 1700001

**SECTION K- EARLY COORDINATION**

*Please list the date coordination was sent and all 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. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.*

Remarks:

Early coordination was initiated on ADD DATE with applicable federal, state, and local agencies. A copy of the outgoing early coordination letter is included in Appendix C-1. The agencies that were contacted and the date on which they replied are identified below.

<b>EARLY COORDINATION RECIPIENTS</b>	<b>RESPONSE RECEIVED</b>	<b>APPENDIX</b>
Indiana Department of Natural Resources	9/12/2019	C-14
Natural Resources Conservation Service	9/4/2019	C-20
Indiana Geological Survey	8/12/2019	C-17
Indiana Department of Environmental Management	8/12/2019	C-4
U.S. Army Corps of Engineers - Louisville District	-	-
US Department of the Interior National Parks Service	-	-
Hoosier National Forest	-	-
Jennings County Board of County Commissioners	-	-
Jennings County Highway Superintendent	-	-
Jennings County Emergency Management	-	-
Jennings County Surveyor	-	-
Jennings County Council	-	-
Jennings County Area Plan Commission	-	-
Southeastern Indiana Regional Planning Commission	-	-