

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

<b>Road No./County:</b>	State Road (SR) 218 in Wells County
<b>Designation Number(s):</b>	1800156
<b>Project Description/Termini:</b>	This bridge project is located on SR 218 over Rock Creek, 2.16 miles west of SR 1. The project termini extend approximately 500 feet west and 300 feet east of the bridge.

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – 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**

	RF	8/16/2021
	_____	_____
	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:** Arianna Papadakis, INDOT-Fort Wayne

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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 <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*\*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 May 7, 2020 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, pages 1-2.

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

## **Public Controversy on Environmental Grounds**

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

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

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

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

Local Name of the Facility: SR 218 over Rock Creek

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

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

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## 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:** According to the BIAS Bridge Inspection Report dated April 2, 2020 and the Engineering Assessment Report dated January 14, 2020, the superstructure is in poor condition with a rating of 4 (out of 9) (Appendix I-1 to I-17). The spandrels have moderate spalling/deterioration to the decorative caps on both walls and several vertical cracks with minor efflorescence. The arch ring has heavy deterioration in the outer sections as well as several areas of cracking along the construction joints. There was observed wetness and evidence of fill loss along the construction joints. The bridge substructure is in fair condition with a rating of 5 (out of 9). Honeycombing and cold joints were noted on the thrust blocks and heavy scaling below the weep holes. Heavy deterioration was noted on the northeast corner. The wing walls have large areas of spalling to the decorative caps and moderate deterioration to the thrust block and wing wall northeast corner. There is a large deep spall with wetness on the southwest wingwall. The channel is in fair condition with a rating of 5 (out of 9). There is a sand bar in front of the southwest wing wall that pushes the channel against the east abutment.

**Purpose:** The primary purpose of this project is to provide a hydraulically adequate structure that will meet the design guidelines.

## PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Wells

Municipality: Poneto

Limits of Proposed Work: Approximately 500 feet west and 300 feet east of the existing structure

Total Work Length: 0.152 Mile(s)

Total Work Area: 2 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?

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

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input type="text"/>	

<sup>1</sup>If 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.

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

**Location:** This project is located on SR 218 over Rock Creek, 2.16 miles west of SR 1 in Wells County, Indiana (Appendix B-1 to B-4). More specifically, the project is located within Township 26 North, Range 12 East, and Section 32 as well as Township 25 North, Range 12 East, and Section 5 in Nottingham and Harrison Townships.

**Existing Conditions:** This section of SR 218 is a two lane Rural Major Collector. The existing SR 218 approach cross section consists of two 12-ft. lanes bordered by 4-ft. shoulders over the bridge in each direction. The existing bridge (Structure No. (218)118-90-01488; National Bridge Inventory (NBI) No. 028990) is a single span, reinforced-concrete arch bridge built in 1933 with no rehab work to date. The current bridge deficiencies are described in detail within the Need section above. The bridge railing is the original concrete railing from 1933 with no approach guardrail. The railing appears to be in fair to poor condition. There is an agricultural ditch with well vegetated banks located in the southwest bridge quadrant extending along SR 218 for approximately 450 feet ending at Rock Creek. The agricultural ditch is a legal drain. The surrounding land use is primarily agricultural. The apparent existing right-of-way extends approximately 40-ft. both north and south of the centerline. See Appendix B-5 to B-20 for photographs.

**Preferred Alternative:** The proposed project will replace the existing structure (Structure No. (218)118-90-01488) with a one span (32'-0") three sided box structure with a rise of 15'-5" and a skew of 30 degrees to orient the end bents with respect to the alignment of Rock Creek. The existing shoulder width of 3'-0" is being increased by 1'-0" on each side of the roadway. Riprap will be placed on the east and west spill slopes. Guardrail will be installed in all four quadrants. Additionally, four (4) pipes under field entrances and one (1) pipe located approximately midway within the legal drain may be removed and/or replaced. These structures are all located on the south side of the roadway. The farm field entrance located immediately adjacent to the bridge in the southeast quadrant will need to be moved past the proposed guardrail. Additionally, the legal drain shall be shifted approximately 25 feet to the south near the bridge to provide room for the appropriate guardrail and associated grading. Other riprap side ditches and V-ditches shall be graded/installed. Approximately 0.03 acre of trees will be removed from the south side of the roadway adjacent to the bridge. The project will require approximately 0.66 acre of permanent right-of-way. The plan sheets can be found in Appendix B-21 to B-28. The structure size and type has been chosen to minimize impacts to the stream. Bank Stabilization will also be utilized to maintain the stream. The amount of tree removal has been minimized so that only necessary removal occurs for the project to be completed. The project meets the purpose and need by providing a structurally sufficient structure.

**Logical Termini/Independent Utility:** The project exhibits independent utility because it does not rely on any other project to be completed in order to complete this project. The project termini are logical because they encompass the bridge and adjacent legal drain, which is the focus of this 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.*

**No Build Alternative:** This alternative would allow the existing roadway and structure to remain in place with no improvements and does not address the deficiencies present with the current structure. This alternative does not meet the need nor achieve the purpose of the project and will not be considered further.

**Prestressed Concrete Spread Box Beam Bridge:** This alternative involves replacing the existing structure with a one span (45'-0") prestressed concrete 21' x 36' spread box beam bridge (Appendix I-5 to I-6). The skew will be 30 degrees to orient the end bents with respect to the alignment of Rock Creek. The width of the structure will be 35'-0" out to out and 32'-0" clear roadway which will meet level one design criteria. The span length was increased by 25% from 36'-0" to 45'-0" to accommodate any potential span increase for hydraulic area. The proposed bridge cross section will include two 12'-0" travel lanes and 4'-0" shoulders. Bridge railing is proposed for the structure. The proposed approach cross section at each end of the bridge will include two 12'-0" travel lanes and 4'-4" paved shoulders to the face of guardrail. The existing total shoulder width of 3'-0" is being increased by 1'-4" on each side of the roadway to accommodate the shoulder width and bridge railing offset. Guardrail would be installed in all four quadrants. Additionally, four (4) pipes under field entrances and one (1) pipe located approximately midway within the legal drain may be removed and/or replaced. These structures are all located on the south side of the roadway. The farm field entrance located immediately adjacent to the bridge in the southeast quadrant will need to be moved past the proposed guardrail. While this alternative meets the purpose and need of the project, the preferred alternative would have reduced maintenance costs over the life of the structure compared to this alternative. Therefore, this alternative was not selected.

No other alternatives were considered with this project.



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**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

<b>ROADWAY CHARACTER:</b>
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*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway	<u>SR 218</u>			
Functional Classification:	<u>Rural Major Collector</u>			
Current ADT:	<u>1,469</u>	VPD (2022)	Design Year ADT:	<u>1,614</u>
				VPD (2042)
Design Hour Volume (DHV):	<u>136</u>	VPH	Truck Percentage (%)	<u>27% AADT</u>
Designed Speed (mph):	<u>55</u>	Legal Speed (mph):	<u>55</u>	

	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	Travel Lanes		Travel Lanes
Pavement Width:	28	ft.	28
Shoulder Width:	2	ft.	2
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting:	<input type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input checked="" type="checkbox"/>	Rural
Topography:	<input checked="" type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

<b>BRIDGES AND/OR SMALL STRUCTURE(S):</b>
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*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

Structure/NBI Number(s):	Existing: (218)118-90-01488	Sufficiency Rating:	4 (out of 9) – Superstructure
	New: (218)118-90-10417		5 (out of 9) – Substructure
	NBI No: 028990		Bridge Inspection Report –
			04/02/2020
			(Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	Reinforced-Concrete arch bridge		Reinforced-Concrete slab bridge
Number of Spans:	1		1
Weight Restrictions:	46	ton	78
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	32.5	ft.	32.5
Outside to Outside Width:	35	ft.	35
Shoulder Width:	4	ft.	4

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

According to the Volume 2, Section 2 Listing of Non-Historic Bridge (Counties R-W), Bridge NBI No. 28990 is not eligible for the National Register.

There are six (6) pipes located within the project area (Appendix B-25). The single pipe located in the northwest quadrant shall remain in place with no proposed work. The next four (4) pipes are currently associated with field entrances. The two (2) field entrance pipes located approximately 400-ft. and 460-ft. west of the structure, respectively, shall be replaced and relocated to coincide with the newly aligned legal drain. The other two (2) field entrance pipes are located adjacent to the bridge in the southwest and southeast quadrants. These pipes and field entrances shall be removed entirely due to the installation of guardrail. A new field entrance will be installed in the southeast quadrant just past the end of the guardrail. The last pipe is located approximately 160 ft. west of the existing structure on the southern side of the road. The structure runs perpendicular to Unnamed Tributary (UNT) to Rock Creek and shall be replaced. The structure will be replaced with a slab bridge.

### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

*Discuss closures 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. Any local concerns about access and traffic flow should be detailed as well.*

The preferred MOT is a full road closure with an official state detour. The suggested detour route is SR 1, SR 18, and SR 3. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 652,000 (2019) Right-of-Way: \$ 30,000 (2022) Construction: \$ 845,563 (2023)

Anticipated Start Date of Construction: April 2023

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### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0.66	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
<b>TOTAL</b>	<b>0.66</b>	<b>0</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, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.*

The apparent existing right-of-way (ROW) extends approximately 40 feet north and south of the centerline of SR 218. The project requires approximately 0.66 acre of permanent ROW, extending to 65 feet north and 90 feet south of the centerline of SR 218. The widest point of the ROW is centered around the structure and along the legal drain on the south side of the roadway. The proposed ROW limits are predominantly agricultural. The project did not require any temporary ROW.

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: Early coordination letters were sent on October 19, 2020 (Appendix C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix
IDNR DFW	10/30/2020	11/18/2020	C-12 to C-14
USFWS	10/19/2020	10/20/2020	C-23
USACE Louisville District	10/30/2020	No Response	
Eighth Coast Guard District	10/30/2020	No Response	
Northeastern Indiana Regional Coordination Council (NIRCC)	10/30/2020	10/30/2020	C-19
FHWA	10/30/2020	No Response	
Floodplain Administrator	10/30/2020	No Response	
IDNR Oil and Gas	10/30/2020	11/23/2020	
INDOT Project Manager	10/30/2020	No Response	
INDOT Public Relations	10/30/2020	No Response	
NRCS	10/30/2020	11/18/2020	
Wells County Board of Commissioners	10/30/2020	No Response	
Wells County Highway Department	10/30/2020	No Response	
Wells County Surveyor	10/30/2020	No Response	
IGWS	10/19/2020	10/19/2020	

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**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: 785 Linear feet      Total impacted stream(s): 590 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)
Rock Creek	Perennial Stream	245	140	Flows North, Likely Water of the US, 303d listed for E. coli and Impaired Biotic Communities, Average Quality (Appendix F page 1-12)
UNT to Rock Creek	Legal Drain	540	450	Legal drain, Low quality (Appendix F page 1-12)

*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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, a site visit on June 24, 2020 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the Red Flag Investigation (RFI) report (Appendix E-2 and E-6), there is one (1) river and stream segment located within the 0.5 mile search radius. That number was confirmed by the site visit on June 24, 2020 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2). There are two (2) streams, Rock Creek and an UNT to Rock Creek, present within or adjacent to the project area.

A Waters of the U.S. Determination / Wetland Delineation Report was approved on July 21, 2020 by the INDOT Ecology and Waterway Permitting Office (EWPO). Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that two (2) likely jurisdictional waterways are present within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Rock Creek, identified as a USGS Blue Line Stream, flows north through the project area for approximately 245 linear feet. Rock Creek is classified as a perennial stream. The stream quality is considered average because there was overhead cover at least on the south side of the bridge, although no pools, meanders, or riffles were observed during the site visit. Approximately 140 linear feet of Rock Creek may be permanently impacted by this project.

Rock Creek is an Indiana Department of Environmental Management (IDEM) 303d listed stream. Rock Creek is impaired for E. coli and Impaired Biotic Communities (IBC). Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. This information is included in the Environmental Commitments section of this CE document.

UNT to Rock Creek is not identified as a USGS Blue Line Stream. It is classified as a legal drain (Lee #1 Ditch) within the Wells County GIS (<https://beacon.schneidercorp.com/?site=WellsCountyIN>) in Beacon. This legal drain extends approximately 450 feet along the southwest quadrant before making a 90 degree turn south for another approximately 245 feet. This southern portion of the legal drain extends well outside of the investigated area. The length of the UNT to Rock Creek located within the investigated area was approximately 540 linear feet. The stream quality is considered poor because there is no overhead cover and no pools, meanders, or riffles were observed during the site visit. Approximately 450 linear feet of UNT to Rock Creek may be permanently impacted by this project in order to realign the existing legal drain.

A Section 401 permit from IDEM and a Section 404 permit from USACE are anticipated to be required due to impacts to the above waterways. No mitigation is anticipated to be required.

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No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreation Rivers; Outstanding Rivers for Indiana; navigable waterways or Nationwide Rivers Inventory waterways are present in the project area.

Early Coordination Letters were sent to the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW), United States Fish and Wildlife Service (USFWS), USACE Louisville District, Eighth Coast Guard District and Northeastern Indiana Regional Coordination Council (NIRCC) on October 19, 2020 (Appendix C-1 to C-3). USACE Louisville District and the Eighth Coast Guard District did not respond to the early coordination letter. IDNR DFW responded on November 18, 2020 with recommendations to avoid or minimize impacts to streams including structure size and type and bank stabilization recommendations (Appendix C-12 to C-14). USFWS responded on October 20, 2020 and indicated because the proposed project will have minor impacts on natural resources and no Federally endangered species are known to be present, the USFWS will not be providing a comment letter (Appendix C-23). NIRCC responded on October 30, 2020 and indicated Rock Creek is considered a wetland stream and is an impaired waterway (Appendix C-19).

**Open Water Feature(s)**

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: \_\_\_\_\_

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on June 24, 2020 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the water resource map in the RFI report (Appendix E-6) there is one (1) lake located within the 0.5 mile search radius. That number was confirmed by the site visit on June 24, 2020 by INDOT-Fort Wayne District Environmental Team. The lake is located North East of the project area and will not be impacted. That number was not confirmed by the site visit on June 24, 2020 by INDOT-Fort Wayne District. No lakes or other surface waters are present within the project area; therefore, no impacts are expected.

**Wetlands**

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
	<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 (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

**Documentation**

<b>X</b>

**ESD Approval Dates**

<b>July 21, 2020</b>

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

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


*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 subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on June 24, 2020 by INDOT-Fort Wayne District, the USGS topographic map (Appendix B-3 to B-4), and the RFI report (Appendix E-6), five (5) wetlands are located within the 0.5 mile search radius. That number was not confirmed by the site visit on June 24, 2020 by INDOT-Fort Wayne District. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved on July 21, 2020 by the INDOT Ecology and Waterway Permitting Office (EWPO). Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the project area.

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

Total terrestrial habitat in project area: 1.56 Acre(s)      Total tree clearing: 0.03 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 June 24, 2020 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), there is predominantly mowed right-of-way as well as agricultural fields located adjacent to the project area. There is a riparian corridor associated with Rock Creek with mature trees located on the south side of the bridge. 1.56 acres of terrestrial habitat is in the project area. Approximately 0.03 acre of trees will be removed from the south side of the roadway adjacent to the bridge (Appendix B-25). This area is within 100 feet of the existing roadway. Dominant trees in this area include three dead species (unable to identify), box elder (*Acer negundo*), black walnut (*Juglans nigra*), hackberry (*Celtis occidentalis*), and mulberry (*Morus alba*). The trees and brush shall be removed during the bat inactive season (between October 1<sup>st</sup> and March 31<sup>st</sup>) by INDOT Maintenance. The amount of tree removal has been minimized to what is necessary in order to replace the bridge and install proper erosion control measures. Avoidance alternatives would not be practicable because they would not address the purpose or need of this project. No mitigation is anticipated to be required. Tree Removal Avoidance and Mitigation Measures (AMMs) were accepted as part of the USFWS's Information for Planning and Consultation (IPaC) coordination.

Early coordination letters were sent to IDNR DFW and USFWS on October 19, 2020 (Appendix C-1 to C-3). IDNR DFW responded on November 18, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat by not cutting trees suitable for Indiana bat or Northern Long-eared bat roosting and mitigation ratios for removal of forest (as applicable) (Appendix C-12 to C-14).

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**Protected Species**

**Federally Listed Bats**

	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE  NLAA  LAA

**Other Species not included in IPaC**

	Yes	No
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

	Yes	No
Known usage or presence of birds (i.e. nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<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), completed by INDOT-Fort Wayne District on March 23, 2020, the IDNR Wells County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-8 to 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 November 18, 2020 (Appendix C-12 to C-14), 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.

Project information was submitted through the USFWS's IPaC portal, and an official species list was generated (Appendix C-44 to C-49). 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 found within or adjacent to the project area 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 NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A Bird and Bat inspection occurred on June 24, 2020 and no bats or birds were observed using the structure (Appendix C, page 37-38). An effect determination key was completed on February 17, 2021, and based on the responses provided, the project was found to "May Affect, but is Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. INDOT requested USFWS's review of the finding (Appendix C-24 to C-36). 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.

**Geological and Mineral Resources**

	Yes	No
Project located within the Potential Karst Features Area of Indiana	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karst features identified within or adjacent to the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oil/gas or exploration/abandoned wells identified in the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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*Discuss if project is located in Potential Karst Features Area of Indiana 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. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the July 15, 2021 Karst Protection Procedure. According to the topo map of the project area (Appendix B-3 to B-4) and the RFI report (Appendix E-2), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C-16 to C-18). The IGWS did indicate the following resources near the project area: a moderate liquefaction potential, 1% annual chance flood hazard, high potential of bedrock resource, low potential of sand and gravel resource, and petroleum exploration wells. The features will not be affected because of the scope of work associated with the bridge work and adjacent ditch grading. Response from IGWS has been communicated with the designer on October 19, 2020. No impacts are expected.

### SECTION C – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
<b>Drinking Water Resources</b>		Yes	No
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the FHWA/EPA SSA MOU Applicable?		<input type="checkbox"/>	<input type="checkbox"/>
If Yes, is a Groundwater Assessment Required?		<input type="checkbox"/>	<input type="checkbox"/>

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

**Sole Source Aquifer:** The project is located in Wells 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 Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on October 19, 2020 by INDOT-Fort Wayne District. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

**Water Wells:** The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on December 28, 2020 by INDOT-Fort Wayne District. No wells are located near this project. Therefore, no impacts are expected.

**Urban Area Boundary:** Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by INDOT-Fort Wayne District on December 28, 2020, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

**Public Water System:** Based on a desktop review, a site visit on June 24, 2020 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), no public water systems were identified. Therefore, no impacts are expected.



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**Floodplains**

Project located within a regulated floodplain  
 Longitudinal encroachment  
 Transverse encroachment  
 Homes located in floodplain within 1000' up/downstream from project

**Presence**

X
X

**Impacts**

Yes	No
X	
X	

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

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

Based on a desktop review of the Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by INDOT-Fort Wayne District on June 23, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-8). An early coordination letter was sent on December 28, 2020, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame.

This project qualifies as a Category 4 per the current INDOT CE Manual, which states: Zero homes are located within the base floodplain within 1,000 feet upstream and zero 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.

**Farmland**

Agricultural Lands  
 Prime Farmland (per NRCS)

**Presence**

X
X

**Impacts**

Yes	No
X	
X	

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 June 24, 2020 by INDOT-Fort Wayne District, and the aerial map of the project area (Appendix B-2), the project will convert 0.66 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 19, 2020, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 126 on the NRCS-CPA-106 Form (Appendix C-20 to C-22). 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. ROW increased from 0.58 acre to 0.66 acre in order to provide more working space around the northwest wingwall. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans. No further coordination was required with NRCS due to the total points being under 160. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b> <input type="text" value="B 4, 9, 12"/>	<b>INDOT Approval Date(s)</b> <input type="text" value="December 9, 2020"/>	<b>N/A</b> <input type="text"/>
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**Full 106 Effect Finding**

No Historic Properties Affected <input type="checkbox"/>	No Adverse Effect <input type="checkbox"/>	Adverse Effect <input type="checkbox"/>
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**Eligible and/or Listed Resources Present**

NRHP Building/Site/District(s) <input type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>
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**Documentation Prepared** (mark all that apply)

APE, Eligibility and Effect Determination	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>
Other:	<input type="checkbox"/>

**ESD Approval Date(s)**
**SHPO Approval Date(s)**

<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text" value="December 9, 2020"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>

 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.*

On December 9, 2020, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 4, 9, and 12 under the Minor Projects Programmatic Agreement (Appendix D-1 to D-5). Category B-4 covers the installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators. Category B-9 covers the installation, replacement, repair, lining, or extension of culverts and other drainage structures. Category B-12 covers the replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed).

An Indiana Archaeological Short Report was completed on December 9, 2020 and did not locate any archaeological resources in the project area (Appendix D-6 to D-9).

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.



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### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

Is the project in the most current STIP/TIP?

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

Is the project located in an MPO Area?

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Is the project in an air quality non-attainment or maintenance area?

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

Is the project in the most current MPO TIP?

<input type="checkbox"/>	<input type="checkbox"/>
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Is the project exempt from conformity?

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

If No, then:

Is the project in the Transportation Plan (TP)?

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

Is a hot spot analysis required (CO/PM)?

Location in STIP:

FY 2020-2024 STIP, Amendment 20-36

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.*

**Statewide Transportation Improvement Program (STIP):** This project is included in the Fiscal Year (FY) 2020-2024 STIP via Amendment 20-36, approved January 13, 2021 (Appendix H-1). The project is also included in the FY 2018-2021 STIP under the lead Des. No. 1800209 via Amendment 18-30, approved October 11, 2018 (Appendix H-2).

**Attainment Status:** This project is located in Wells County, which is currently in attainment for all criteria pollutants according to the Current and Historical List of Nonattainment Areas by County ([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.

**Mobile Source Air Toxics (MSAT) 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.

### SECTION G - NOISE

**Noise**

**Yes      No**

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

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

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

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

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## SECTION H – COMMUNITY IMPACTS

### Regional, Community & Neighborhood Factors

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

The proposed project is the replacement of an existing bridge and will not result in the relocation of businesses, residences, or farms within the project area. The project will not affect community cohesion because it will not change access or travel patterns within the community.

The proposed MOT will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, the proposed work will not result in permanent community or economic impacts. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction.

Approximately 0.66 acre of permanent right-of-way is required for the completion of the project. While the minimal amount of permanent right-of-way results in a loss of property tax base, such impacts should be offset by the improved bridge structure.

The Indiana Festivals website (<https://indianafestivals.org/>) and Indiana Fairs and Festivals website (<https://www.indianafairsandfestivals.org/>) were checked on February 8, 2021 by the INDOT-Fort Wayne District and there were no scheduled festivals or fairs located near Poneto, IN. If an event occurs during the construction period, accommodations will be made to maintain access to local special events and/or festivals.

Wells County has an ADA Transition Plan (<https://wellscounty.org/file/2020/09/Wells-County-ADA-Transition-Plan-rev-06-30-16.pdf>) dated June 30, 2016. However, there are no existing sidewalks, curb ramps, or other pedestrian facilities located within the project area. Therefore, the ADA Transition Plan is not applicable to this project.

### Public Facilities and Services

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

Based on a desktop review, a site visit on June 24, 2020 by INDOT-Fort Wayne District, the aerial map of the project area (Appendix B-2), and the RFI report (Appendix E-2) 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.

Early Coordination: Early coordination letters were sent to NIRCC and Wells County Board of Commissioners on October 19, 2020 (Appendix C-1 to C-3). The Wells County Board of Commissioners did not respond to the early coordination letter. NIRCC responded on October 30, 2020 and did not provide any recommendations pertaining to public facilities or services (Appendix C-19).

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**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 and 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 no relocations and 0.66 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 Wells County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tracts 403 and 407 within Wells 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 American Community Survey (ACS) 2019 5-year Estimates was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on December 28, 2020 by INDOT-Fort Wayne District. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC - (Wells County, Indiana)	AC-1 – (Census Tract 403, Wells County, Indiana)	AC-2 – (Census Tract 407, Wells County, Indiana)
Percent Minority	5.6%	3.2%	4.9%
125% of COC	7%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	8.4%	3.5%	3.3%
125% of COC	10.5%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

AC-1, Census Tract 403 has a percent minority of 3.2% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 407 has a percent minority of 4.9% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

AC-1, Census Tract 403 has a percent low-income of 3.5% which is below 50% and is below the 125% COC threshold. AC-2, Census Tract 407 has a percent low-income of 3.3% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain low-income populations of EJ concern.

Conclusion: The census data sheets, map, and calculations can be found in Appendix I-19 to I-28. 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?

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

Is a BIS or CSRS required?

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

*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.



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### 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)
- 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)
- 3) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after June 24, 2022, 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)
- 4) Two old oil wells are located just south of the project area. There are not any plugging records on these wells. However, if a steel casing or void hole is encountered on the south edge of the project, please contact the Indiana Department of Natural Resources (IDNR) Division of Oil and Gas immediately. The contact information for the IDNR Division of Oil and Gas is Brian Royer at [broyer@dnr.in.gov](mailto:broyer@dnr.in.gov) or (317) 417-6556. (IDNR Division of Oil and Gas)
- 5) 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)
- 6) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season (between April 1<sup>st</sup> and September 31<sup>st</sup>). (USFWS)
- 7) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 8) 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. (USFWS/IDNR)
- 9) 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)
- 10) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
- 11) One (1) 303d listed stream, Rock Creek, flows through the project area and is impaired for E. coli and Impaired Biotic Communities (IBC). Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observed proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. (INDOT SAM)

#### For Further Consideration:

- 12) The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR DFW)
- 13) Riprap must not be placed in the active thalweg channel or placed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflower, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)
- 14) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on the area. (IDNR DFW)
- 15) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
- 16) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumpharounds. (IDNR DFW)
- 17) Operate equipment used to replace the bridge from the existing roadway. (IDNR)
- 18) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)



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Appendix A:  
INDOT Supporting Documentation

## Categorical Exclusion Level Thresholds

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

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs 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".

<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

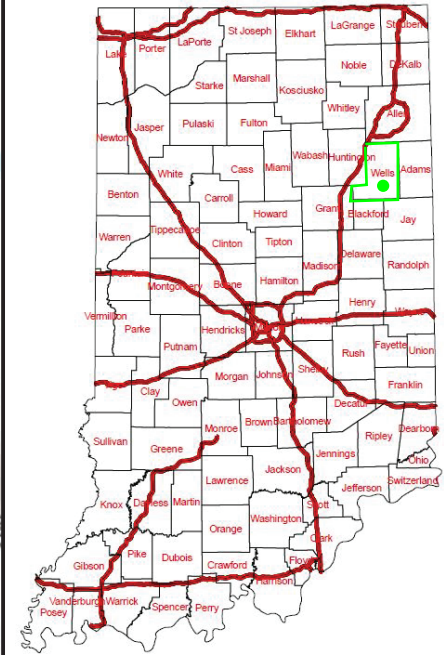
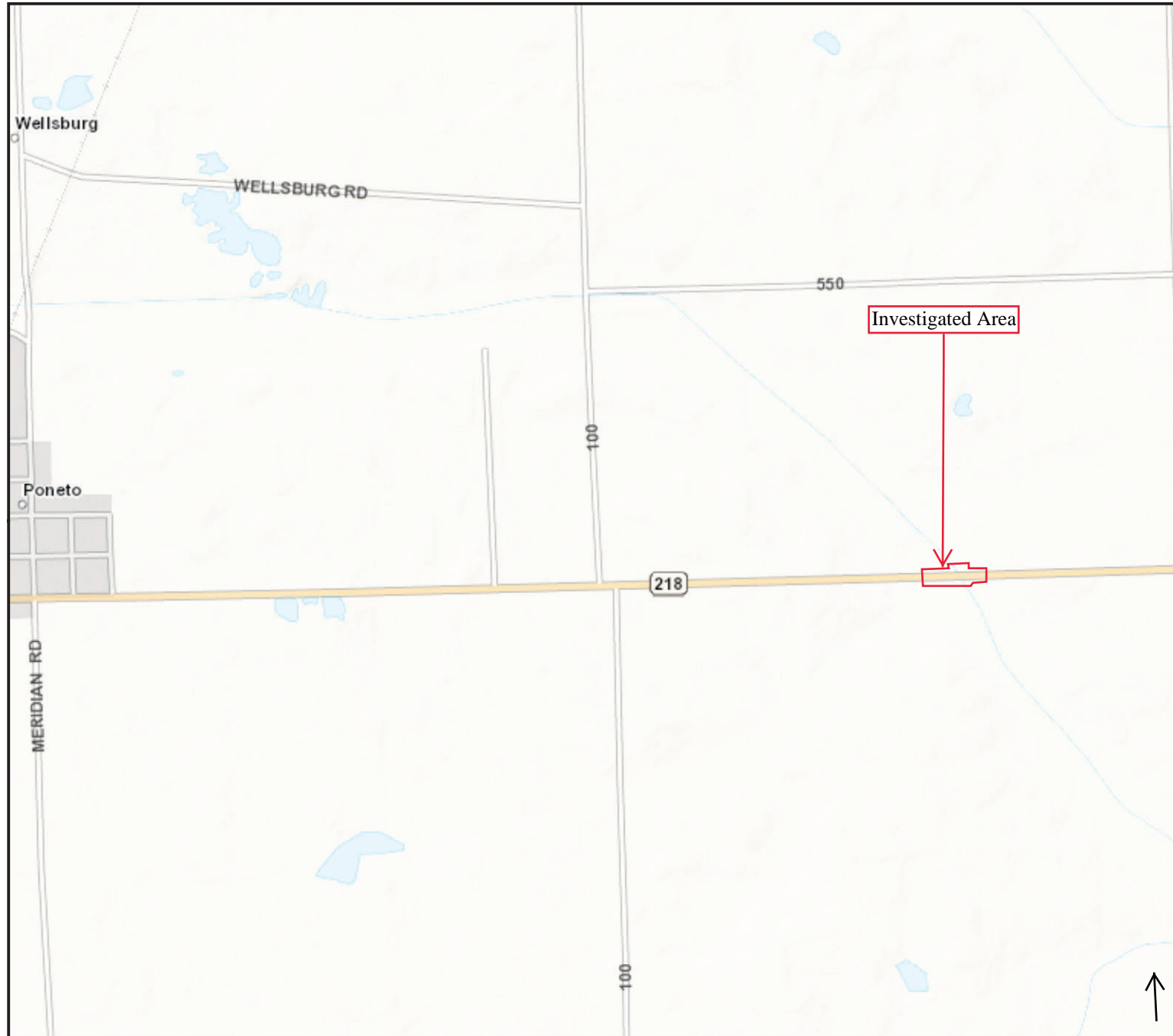
\*Substantial public or agency controversy may require a higher-level NEPA document.

# Appendix B:

## Graphics

Site Location Map  
Des. No. 1800156, Bridge Project  
SR 218 over Rock Creek, RP 70+67, Wells County, Indiana

Date: 7/7/2020



Author: Ashley Taylor



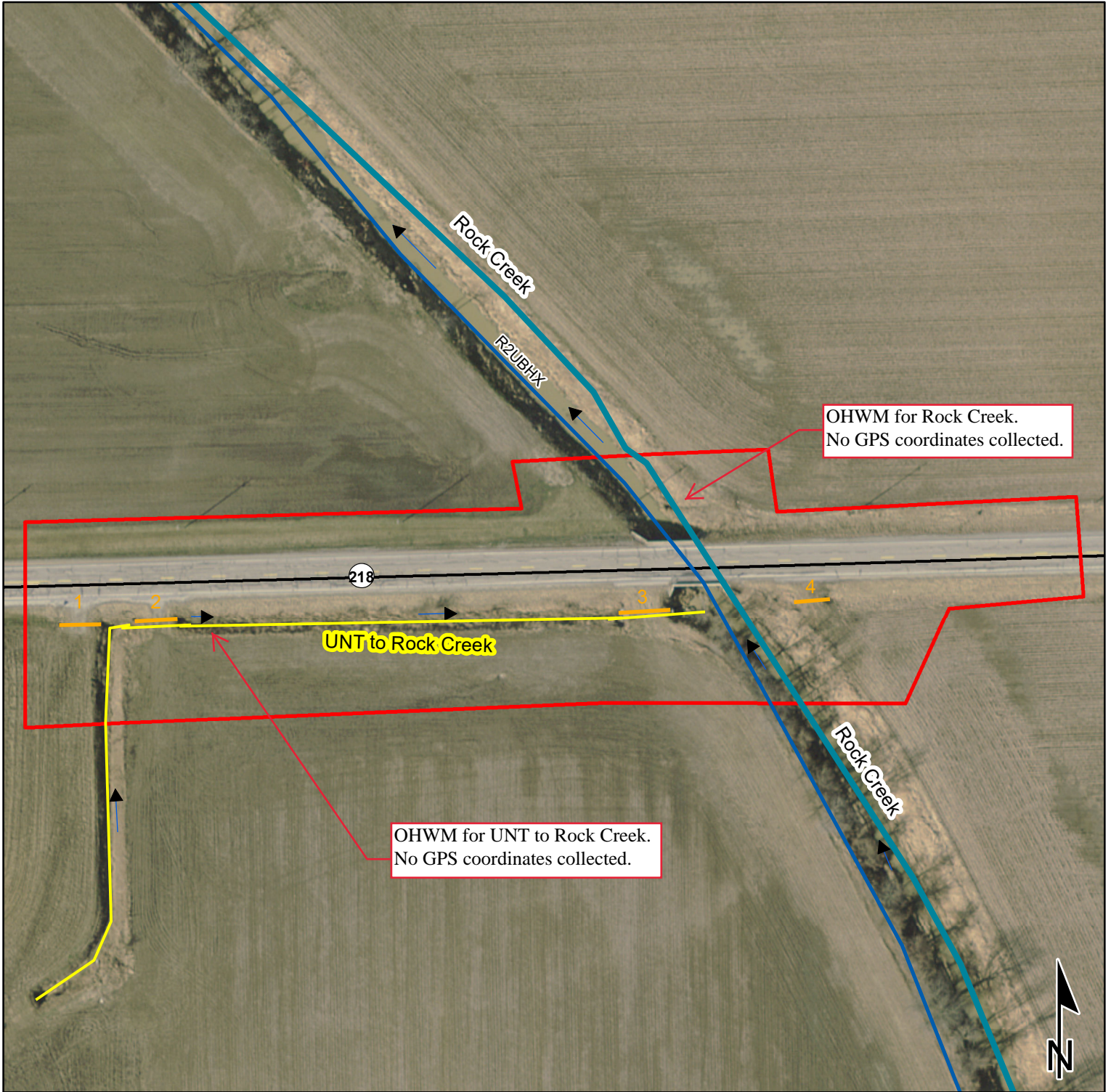


# Aerial/Wetlands Map

## Des No. 1800156, Bridge Project

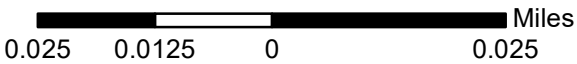
### SR 218 over Rock Creek, RP 70+67

#### Wells County, Indiana



OHWM for Rock Creek.  
No GPS coordinates collected.

OHWM for UNT to Rock Creek.  
No GPS coordinates collected.



Scale 1:1,300

**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**Legend**

- |                   |                              |                       |
|-------------------|------------------------------|-----------------------|
| Interstates       | NWI Wetlands                 | Linear Water Features |
| State Routes      | NWI - Points                 | Area Water Feature    |
| US Routes         | NWI- Lines                   |                       |
| River             | Located Field Entrance Pipes |                       |
| Investigated Area |                              |                       |

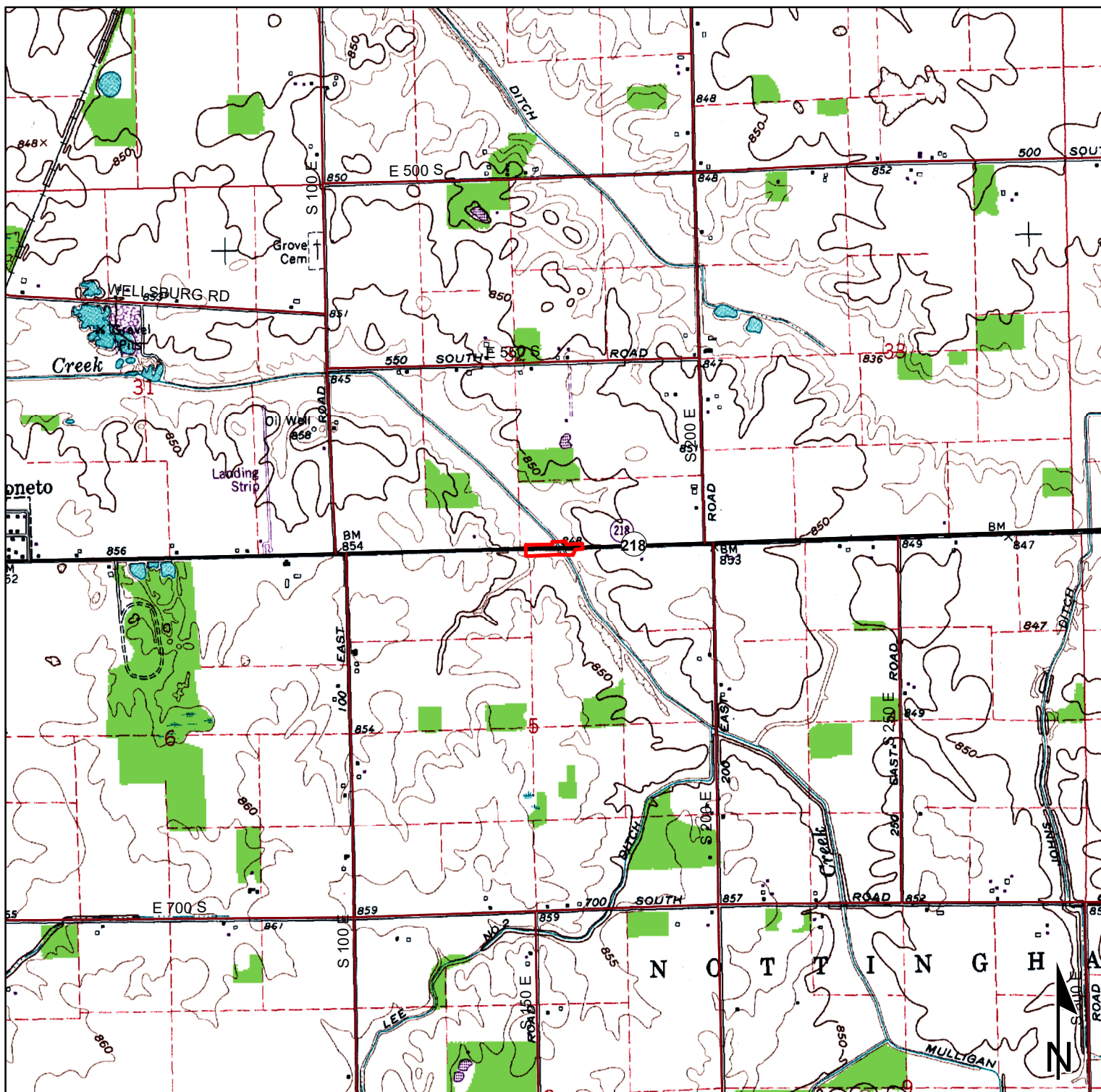


# Topographic Map

## Des No. 1800156, Bridge Project

### SR 218 over Rock Creek, RP 70+67

### Wells County, Indiana



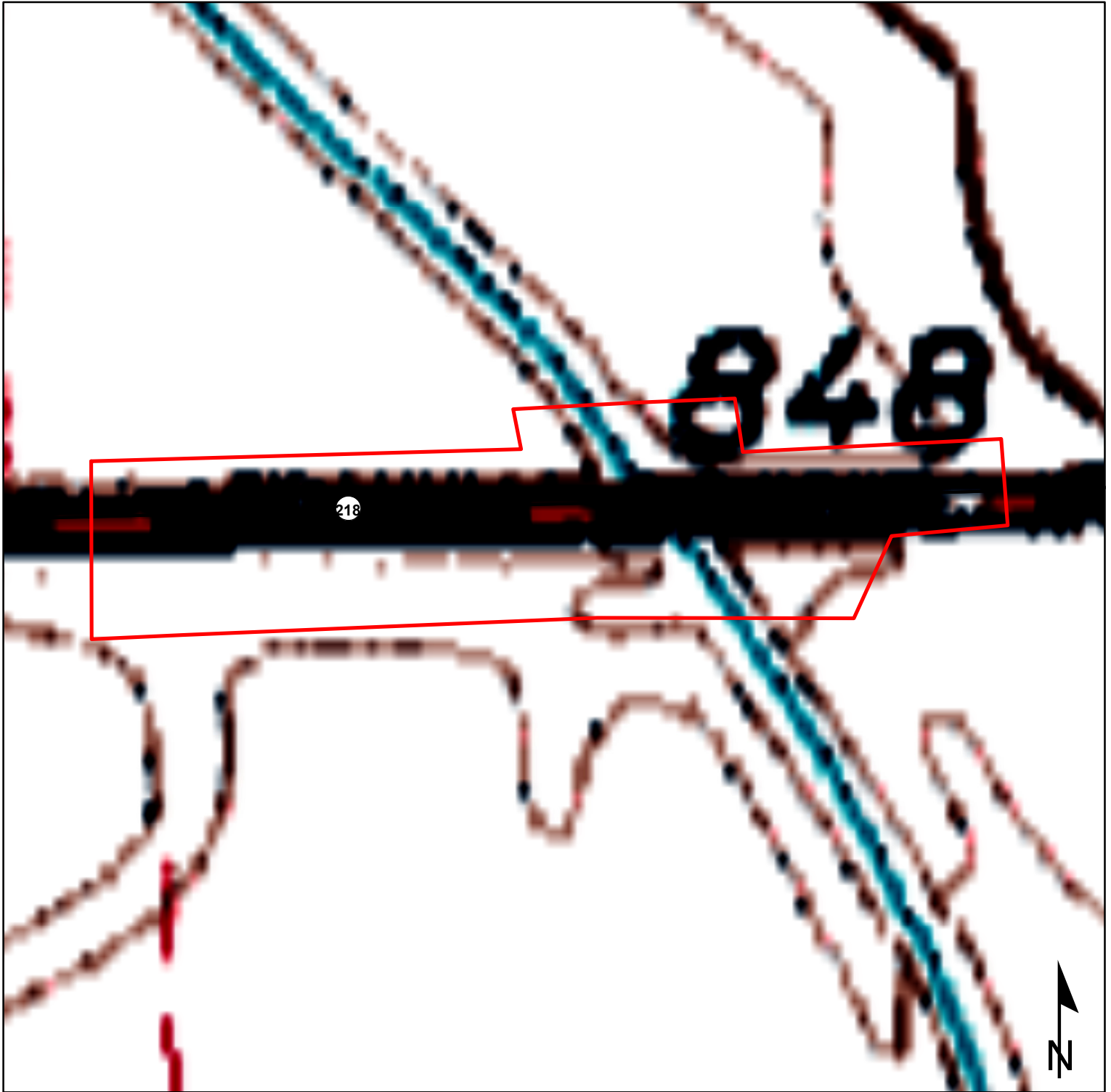
0.45 0.225 0 0.45 Miles Scale 1:24,000

**Sources: Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

Legend	
	Interstates
	State Routes
	US Routes
	Investigated Area

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Topographic Map  
Des No. 1800156, Bridge Project  
SR 218 over Rock Creek, RP 70+67  
Wells County, Indiana



0.03 0.015 0 0.03 Miles Scale 1:1,500





**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Legend	
	Interstates
	State Routes
	US Routes
	Investigated Area



# Photo Key Map

## Des No. 1800156, Bridge Project

### SR 218 over Rock Creek, RP 70+67

#### Wells County, Indiana



0.01 0.005 0 0.01 Miles

Scale 1:650

**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**Legend**

- Interstates
- State Routes
- US Routes
- Investigated Area



# Photo Key Map

## Des No. 1800156, Bridge Project

### SR 218 over Rock Creek, RP 70+67

### Wells County, Indiana



0.01 0.005 0 0.01 Miles

Scale 1:650

**Sources: Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83




This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**Legend**

- Interstates
- State Routes
- US Routes
- Investigated Area




## Photo Log

	
<p>Photo 1: Looking west along the southern side of SR 218 at field entrance #1.</p>	<p>Photo 2: Looking east at the concrete headwall and sumped area of Pipe #1 under field entrance #1.</p>
	
<p>Photo 3: Looking east at the gravel of field entrance #1 along the southern side of SR 218.</p>	<p>Photo 4: Looking south at the adjacent cornfield to field entrance #1.</p>
	<p>Project Des Number: 1800156          Project Description: SR 218 over Rock Creek, 2.16 miles west of SR 1          Date Photos Taken: June 24, 2020          Photographed By: Ashley Taylor</p>



## Photo Log

	
<p>Photo 5: Looking southeast at the legal drain (UNT to Rock Creek) and adjacent cornfield on the southern side of SR 218.</p>	<p>Photo 6: Looking east at Pipe #2 inlet under field entrance #2 along the southern side of SR 218, which carries UNT to Rock Creek.</p>
	
<p>Photo 7: Looking south at the area in between field entrances #1 and #2 where the legal drain (UNT to Rock Creek) is present.</p>	<p>Photo 8: Looking southwest at Pipe #1 outlet extending under field entrance #1.</p>
	<p>Project Des Number: 1800156          Project Description: SR 218 over Rock Creek, 2.16 miles west of SR 1          Date Photos Taken: June 24, 2020          Photographed By: Ashley Taylor</p>



## Photo Log

	
<p>Photo 9: Looking east at Pipe #2 inlet (carries UNT to Rock Creek) under field entrance #2.</p>	<p>Photo 10: Looking southeast at Pipe #2 inlet (carries UNT to Rock Creek) extending under field entrance #2 and the adjacent field.</p>
	
<p>Photo 11: Looking south along the eastern edge of the legal drain (UNT to Rock Creek).</p>	<p>Photo 12: Looking southeast from field entrance #2 at Pipe #2 outlet.</p>
	<p>Project Des Number: 1800156          Project Description: SR 218 over Rock Creek, 2.16 miles west of SR 1          Date Photos Taken: June 24, 2020          Photographed By: Ashley Taylor</p>



## Photo Log

	
<p>Photo 13: Looking east from field entrance #2 along the southern side of SR 218 at the legal drain (UNT to Rock Creek).</p>	<p>Photo 14: Looking southwest at the outlet of Pipe #2 extending under field entrance #2, which carries UNT to Rock Creek.</p>
	
<p>Photo 15: Looking southeast at the adjacent farm field from field entrance #2.</p>	<p>Photo 16: Looking east along the southern side of the legal drain (UNT to Rock Creek) located on the southern side of SR 218.</p>
	<p>Project Des Number: 1800156          Project Description: SR 218 over Rock Creek, 2.16 miles west of SR 1          Date Photos Taken: June 24, 2020          Photographed By: Ashley Taylor</p>



## Photo Log

	
<p>Photo 17: Looking south from along the edge of the adjacent farm field towards wooded areas.</p>	<p>Photo 18: Looking southeast from along the edge of the adjacent farm field towards wooded areas.</p>
	
<p>Photo 19: Looking southwest from along the edge of the adjacent farm field towards wooded areas.</p>	<p>Photo 20: Looking west along the southern side of the legal drain (UNT to Rock Creek) located on the southern side of SR 218.</p>
	<p>Project Des Number: 1800156          Project Description: SR 218 over Rock Creek, 2.16 miles west of SR 1          Date Photos Taken: June 24, 2020          Photographed By: Ashley Taylor</p>