FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

General Project Information

Road No./County:	State Road (SR) 114/Fulton County
Designation Number(s):	Des 2200922 and 2500432
Project Description/Termini:	Hot Mix Asphalt (HMA) Overlay and Small Structures Project on SR 114, from SR 17 to SR 25.

X	**Categorical Exclusion, Level 2** – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

SFM 04/14/2025
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: Christian Radcliff, SJCA Inc.

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

Part I – Public Involvement

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

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

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on April 14, 2024 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, pages 1 to 2.

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: LaPorte

Local Name of the Facility: SR 114

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

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

PURPOSE AND NEED:

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

Need:

The need for this project is due to the deterioration of the existing roadway surface and the existing small structures within the project area. According to the Abbreviated Engineer's Assessment dated May 12, 2022 (Appendix I, pages 2 to 8), the roadway exhibits transverse cracking and edge failure. The existing roadway has an International Roughness Index (IRI) rating of 65, which indicates a good condition. IRI ratings indicate the ride smoothness, with smoother rides receiving lower values and rougher rides receiving higher values. Scores less than 95 are considered good ride quality, scores between 95 and 170 are considered acceptable ride quality, and scores exceeding 170 are considered poor ride quality. If no preventative maintenance measures are

performed, the deterioration within the existing roadway will likely lead to an IRI rating that exceeds 95 within 10 years, which is expected to require extensive repairs to address.

The 19 existing small structures within the project area vary in their condition ratings. The structures exhibit deterioration in the form of debris build up, damage to the concrete headwalls and end sections, and rust and deterioration of the metal pipes (Appendix I, pages 5 to 8 and 16 to 20). All structures received a condition rating of either 3 (serious) or 5 (fair) out of 9 (excellent), which indicates that corrective action is required. Condition ratings range from 0 to 9, with 0 indicating a failed structural element, and 9 being a structural element in excellent condition.

Purpose:
The purpose of the project is to address the roadway and small structure deficiencies to maintain an IRI score of less than 95 and achieve small structure ratings of at least 7 (good), thereby extending the usable life of the roadway and small structures by 10 or more years.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Fulton Municipality: Fulton

Limits of Proposed Work: SR 114, from SR 17 to SR 25

Total Work Length: 5.85 Mile(s) Total Work Area: 13.05 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

[1] *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.*

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

INDOT and the Federal Highway Administration (FHWA) intend to proceed with an HMA Overlay and Small Structure Replacement project on SR 114 from SR 17 to SR 25.

Location:
The project is located along SR 114, from SR 17 to SR 25 within Wayne and Liberty Townships, Fulton County, Indiana. The project is within Section 24, Township 29 North, Range 1 East, and Sections 19, 20, 21, 22, and 23, Township 29 North, Range 2 East, and within the Michigan Road Land Grant 40. Michigan Road Land Grant 40 is at the eastern project terminus and is a tract of land that was designated for the construction of SR 25, and therefore does not have a unique section, township, and range identification. The eastern project terminus is within the town of Fulton. Project graphics depicting the project limits are included in Appendix B, pages 1 to 7.

Existing Conditions:
SR 114 is a rural major collector roadway with a posted speed limit of 55 miles per hour (mph). SR 114 is an asphalt roadway that provides two 11-foot-wide through-travel lanes and usable shoulders that vary between two and three feet wide, one eastbound and one westbound. The existing roadway exhibits signs of wear, including transverse cracking and edge failure. This portion of the existing roadway has an IRI rating of 65, which indicates that it is currently a good ride quality; it is anticipated that the roadway will exceed the threshold for good ride quality (95) within 10 years. Guardrails are present at the crossing over Overmeyer Ditch. A small section of sidewalk is present on the south side of SR 114 between Miller Street and SR 25. SR 114 is intersected by multiple local county roads within the project area.

There are 19 small drainage structures within the project area that are included in the scope of work of this project. All structures included in the scope of this project are smaller than 48 inches in diameter and are not shown on the Indiana Total Asset Management System (iTAMS); therefore, they do not have individual inspection reports or National Bridge Inventory (NBI) numbers. All structures that are included in the scope of this project received a rating of either 3 or 5 out of 9, indicating that there are

deficiencies. The overall condition rating of each structure is determined by using the lowest barrel condition rating (upstream or downstream end). The structures exhibit deterioration in the form of debris build up, damage to the concrete headwalls and end sections, and rust and deterioration of the metal pipes. An additional structure, CLV 60297, was part of the original scope but has since been removed from the scope of this project. The table in Appendix I, pages 16 to 20 describes each structure and their existing conditions, as well as the structure data table in Appendix I, pages 5 to 8. A total of 16 additional small structures are within the vicinity of the project area and will not be impacted by the project. These additional structures are shown on the project plans in Appendix B.

The land use in the vicinity of the project area is primarily agricultural, with some residential parcels located along the project alignment. One waterway and five wetlands were identified within the project area.

Preferred Alternative:
The preferred alternative for this project is to mill off approximately two inches of the existing asphalt pavement and install a two-inch thick HMA overlay along the project alignment. Aggregate shoulders that are approximately 3 feet in width will be installed along the alignment. Drive entrances and intersecting roadway approaches will be repaved as needed to tie into the new roadway surface. The 19 structures within the project area will be replaced with new structures and inlet and outlet end sections will be installed. Minor changes in the structure lengths, flow velocities, and erosion control will be incorporated into the new structures. All new structures will be concrete pipes. New full-depth pavement patches will be required at the location of each structure replacement. Revetment riprap will be placed at the inlet and outlet of each structure to prevent erosion. Details of the preferred alternative are shown in the project plans in Appendix B, pages 25 to 75 and are discussed in the structure summary table in Appendix I, pages 16 to 20.

Approximately 1.07 acre of new, permanent right of way (ROW) and no temporary ROW will be required to complete this project. Permanent impacts to wetlands and streams will be required to complete the project. Impacts to wetlands will be approximately 0.009 acre of permanent impacts and approximately 0.004 acre of temporary impacts. Impacts to streams will be approximately 97 linear feet of permanent impacts and six linear feet of temporary impacts. Mitigation for these impacts is not anticipated. These impacts have been avoided where possible and minimized to the greatest extent practical where they were unavoidable. Tree clearing is not anticipated to be required for this project. Approximately 1.467 acre of terrestrial habitat will be disturbed as part of this project.

A proposed detour route will be provided during the small structure replacements. The proposed detour route will utilize SR 25, SR 16, and SR 17, and will be approximately 14.7 miles long. Local detour routes will be available during the closure of each structure. Roadway resurfacing work will be completed with lane closures and roadside flaggers to direct traffic. Please refer to the *Maintenance of Traffic* (MOT) section of this Categorical Exclusion (CE) document and Appendix B, page 39 for more details.

Overhead electric and communications lines and underground gas, sewer, and fiber optic lines are present within and around the project area. Impacts to utilities are undetermined at this time; however, it is anticipated that gas lines and underground fiber optic lines may need relocation due to the structure replacements.

This alternative meets the purpose and need of the project because it addresses the roadway and small structure deficiencies to maintain an IRI score of less than 95 and to achieve small structure ratings of at least 7, thereby extending the usable life of the roadway and small structures by 10 or more years.

Logical Termini/Independent Utility:
Project limits extend along SR 114 from SR 17 to SR 25. The project limits extend far enough along SR 114 to address the deteriorated portions of the pavement and far enough onto roadway approaches and private driveways to tie into the new surface of SR 114. The limits extend far enough off of the roadway of SR 114 to replace the structures within the project area. Therefore, the project has logical termini. This project does not require any other projects to be constructed; therefore, this project has independent utility.

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.

Alternatives for each structure were considered and are discussed in the structure summary table in Appendix I, pages 16 to 20.

Do Nothing
This alternative would not address the deterioration of the existing roadway or the small structures. No use of funds would be required and no impacts to streams and wetlands within the project area would be required. Additionally, no ROW would be purchased from adjacent landowners. However, this alternative would not meet the purpose and need of the project as it would not

address the roadway deterioration or improve the condition ratings of the small structures to at least 7 out of 9. Therefore, it was discarded from further consideration.

Line the Culverts
This alternative involves lining each of the structures to address the deteriorated condition of each structure. This alternative meets the purpose and need of the project by improving the structure ratings to at least 7 out of 9 with similar impacts to waterways, wetlands, ROW, and adjacent terrestrial habitat. The MOT plan would allow for fewer impacts to local residences using SR 114. Additionally, the proposed lined structures would not likely provide ratings as high as new pipes, would likely have a shorter expected service life than new pipes, and would not allow for minor adjustments to the pipe lengths and hydraulics, such as updated erosion control, pipe lengths, and adjusted flow velocities. Therefore, this alternative was discarded.

Full Depth Pavement Replacement of SR 114
This alternative would include the full depth replacement of the pavement of SR 114 to extend the expected service life of the roadway. This alternative would address the purpose and need as it would address the roadway deterioration. Similar impacts to utilities, waterways and wetlands, and ROW would be required; however, the MOT plan would cause longer delays and closures, and the condition of the existing pavement does not warrant a full depth replacement. Therefore, it was discarded from further consideration.

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

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe):	

ROADWAY CHARACTER:

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

Name of Roadway: SR 114
Functional Classification: Rural Major Collector
Current ADT: 802 VPD (2027) Design Year ADT: 936 VPD (2047)
Design Hour Volume (DHV): 110 Truck Percentage (%): 26.1
Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Asphalt through lanes		Asphalt through lanes	
Pavement Width:	22	ft.	22	ft.
Shoulder Width:	Varies; Typically 1 ft paved, 3 ft useable	ft.	Varies; Typically 1 ft paved, 3 ft useable	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:		Urban		Suburban	X	Rural
Topography:	X	Level		Rolling		Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): CLV 60294 (Structure 11) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60295 (Structure 13) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60296 (Structure 14) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60298 (Structure 17) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60299 (Structure 18) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Corrugated Metal Pipe (CMP)		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60300 (Structure 19) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60301 (Structure 20) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60302 (Structure 24) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60303 (Structure 26) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60304 (Structure 27) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60305 (Structure 28) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60306 (Structure 30) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60307 (Structure 31) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60308 (Structure 32) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60309 (Structure 34) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60310 (Structure 35) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Pipe		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60311 (Structure 38) Sufficiency Rating: 5 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

Structure/NBI Number(s): CLV 60312 (Structure 43) Sufficiency Rating: 3 (Lowest barrel rating)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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Structure/NBI Number(s): CLV 60313 (Structure 44) Sufficiency Rating: N/A (not found during inspection)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		Concrete Pipe	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	1 ft paved, 2 ft usable	ft.	1 ft paved, 2 ft usable	ft.

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

A total of 19 small structures is included in this project. The structures are all smaller than 48 inches in diameter and are not shown on iTAMS. None of these small structures are considered historic, nor do any of these small structures contain elements that would make them eligible to be designated as historic. According to the Abbreviated Engineer's Assessment (Appendix I, pages 2 to 8), each of the small structures has a condition rating or 5 or less out of 9, which indicates that they are deteriorating. Each small structure will be replaced by a new concrete small structure with end sections at the inlets and outlets; the lengths of the proposed structures deviate slightly from the existing structure lengths. Revetment riprap will be placed at the inlets and outlets of the new small structures to prevent erosion. The table in Appendix I, pages 16 to 20 describes the small structures within the project area and the proposed scope of work at each structure.

There are several additional structures along the project alignment and within the vicinity of the project structures that will not be impacted by this project. These correspond to structures 10, 12, 15, 16, 21, 22, 23, 25, 29, 33, 36, 37, 39, 40, 41, 42 on the project plans in Appendix B.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the small structure replacements will require closures on SR 114 for the replacement of each structure, which is anticipated to last approximately one week per structure. Structure closures may occur concurrently or sequentially. A detour route will be required for closures that will utilize SR 25, SR 16, and SR 17, and will be approximately 14.7 miles in length, adding approximately 20 minutes in additional travel time. The maximum expected time frame of closures along this portion of SR 114 is three months, which will include the individual or concurrent closures required for each structure replacement. Access to all properties will be maintained. One lane of SR 114 will be closed during the HMA overlay operations. Roadside flaggers will be utilized to direct traffic during these single lane closures. Local detour routes will be available during construction that will utilize the portions of SR 114 that are open and adjacent county roads. Details of the MOT plan are included in Appendix B, page 39.

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: $ 1,684,000 (2024) Right-of-Way: $ 105,000 (2024) Construction: $ 990,000 (2025)
Note: Project costs are bundled with other projects in this contract. The actual cost of this project will be lower than the amounts listed above.

Anticipated Start Date of Construction: Winter 2026/Spring 2027

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.29	0
Commercial	0	0
Agricultural	0.78	0
Forest	0	0
Wetlands	0	0
TOTAL	1.07	0

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.

ROW limits vary along SR 114 throughout the project area. The ROW limits are approximately 25 feet in width at the narrowest point and approximately 110 feet in width at the widest point. The existing ROW consists primarily of maintained roadsides.

The project requires approximately 1.07 acres of permanent ROW from residential properties (0.29 acre) and agricultural properties (0.78 acre). Permanent ROW is required for construction access to complete the installation of the new structures and associated erosion control measures. The project does not require any temporary ROW. ROW will be purchased with 100% state funds.

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

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

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on July 8, 2024 (Appendix C, pages 1 to 2).

Agency	Date Sent	Date Response Received	Appendix
Dague Farms Volunteer Fire Department	July 8, 2024	July 8, 2024	Appendix C, page 4
INDOT LaPorte District Environmental Manager	July 8, 2024	July 8, 2024	Appendix C, page 5

Indiana Geological and Water Survey (IGWS)	July 8, 2024 (Accessed online)	July 8, 2024 (Accessed online)	Appendix C, pages 6 to 16
Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW)	July 8, 2024	August 7, 2024	Appendix C, pages 17 to 19
Caston School Corporation	July 8, 2024	July 24, 2024	Appendix C, pages 20 to 21
Natural Resource Conservation Service (NRCS)	July 8, 2024	November 4, 2024	Appendix C, page 22
FHWA	July 8, 2024	No response received	N/A
US Army Corps of Engineers (USACE), Louisville District	July 8, 2024	No response received	N/A
US Department of Housing and Urban Development (HUD)	July 8, 2024	No response received	N/A
US Fish and Wildlife Service (USFWS)	July 8, 2024	No response received	N/A
INDOT Project Manager	July 8, 2024	No response received	N/A
INDOT Utilities and Railroads	July 8, 2024	No response received	N/A
Fulton County Board of Commissioners	July 8, 2024	No response received	N/A
Fulton County Council	July 8, 2024	No response received	N/A
Fulton County Highway Department	July 8, 2024	No response received	N/A
Fulton County Local Floodplain Administrator	July 8, 2024	No response received	N/A
Fulton County Sheriff's Department	July 8, 2024	No response received	N/A
Fulton County Soil and Water Conservation District	July 8, 2024	No response received	N/A
Fulton County Surveyor	July 8, 2024	No response received	N/A
Town of Fulton, Indiana Town Manager	July 8, 2024	No response received	N/A
Fulton-Liberty Township Volunteer Fire Department	July 8, 2024	No response received	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 120 Linear feet Total impacted stream(s): 97 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)
Unnamed Tributary (UNT) 1 to Reed Olmstead Ditch	Ephemeral; R4UBx	120	97	Flows from south side of SR 114 to the north side of SR 114 through CLV 60302. This feature is not likely jurisdictional under the authority of the USACE; however, INDOT is asking USACE to take jurisdiction over this feature (Appendix F, pages 4, 5, and 55).

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages 4 to 7), and the Red Flag Investigation (RFI) report (Appendix E, pages 1 to 18), there are 63 streams, rivers, watercourses or other jurisdictional features within the 0.5-mile search radius. There is one stream, river, watercourse, or other jurisdictional feature within or adjacent to the project area. That number was confirmed by the site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office on October 29, 2024. Please refer to Appendix F, pages 1 to 70 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream feature is within the investigated area. The USACE makes all final determinations regarding jurisdiction.

UNT 1 to Reed Olmstead Ditch is an ephemeral stream that flows from south to north under SR 114 through CLV 60302. This feature is considered to be poor quality due to its lack of canopy cover or riffles/runs, low in stream cover, and silt substrate (Appendix F, page 55). UNT 1 to Reed Olmstead Ditch leads to a farm drainage tile, which may have eventual connectivity to another likely jurisdictional resource. While this feature is not likely jurisdictional under the authority of the USACE, INDOT has requested that the USACE take jurisdiction over this feature.

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

Approximately 97 linear feet of UNT 1 to Reed Olmstead Ditch will be permanently impacted by replacing CLV 60302 and placing riprap to control erosion. Approximately 6 linear feet of UNT 1 to Reed Olmstead Ditch will be temporarily impacted for construction access and dewatering. Impacts have been avoided where possible and have been minimized to the greatest extent possible by only placing riprap within the channel where required. Mitigation is not anticipated for these impacts. A Section 401 permit with IDEM and a Section 404 permit with the USACE will be required for these impacts. The portions of UNT 1 to Reed Olmstead Ditch that will not be impacted shall be protected during construction and labeled "Do Not Disturb" on the project plans. This is included as a firm commitment.

One impaired stream segment is located adjacent to the project area for the CLV 60300 structure replacement. The impaired stream segment is associated with Mill Creek and is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular

hand washing, and limit personal exposure.

The IDNR DFW responded on August 7, 2024 with recommendations to design stream crossing structures in a manner that impacts aquatic wildlife a minimal amount, and to use construction means and methods that are meant to reduce or eliminate impacts to streams (Appendix C*,* pages 17 to 19). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages 4 to 7), and the RFI report (Appendix E*,* pages 1 to 18*)* there are four open water feature(s) within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office on October 29, 2024. Please refer to Appendix F*,* pages 1 to 70 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no open water features are within the investigated area. The USACE makes all final determinations regarding jurisdiction.

Wetlands	**Presence**	**Impacts**	
		Yes	**No**
	X	**X**	

Total wetland area: 0.055 Acre(s) Total wetland area impacted: 0.009 (permanent), 0.004 (temporary) Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 1	PEM1A	0.014	0.004 (Permanent), 0.001 (temporary)	Emergent wetland at CLV 60296 that is likely an isolated water feature; however, INDOT is asking USACE to take jurisdiction over this feature (Appendix F, pages 5, 7, and 50).
Wetland 2	PEM1A	0.005	0.001 (Permanent), 0.001 (temporary)	Emergent wetland at CLV 60299 that is likely an isolated water feature; however, INDOT is asking USACE to take jurisdiction over this feature (Appendix F, pages 5, 7, and 52).
Wetland 3	PEM1A	0.001	0.00	Emergent wetland at CLV 60301 that is likely an isolated water feature; however, INDOT is asking USACE to take jurisdiction over this feature (Appendix F, pages 5, 7, and 54).

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 4	PEM1A	0.024	0.003 (Permanent), 0.001 (temporary)	Emergent wetland at CLV 60301 that is likely an isolated water feature; however, INDOT is asking USACE to take jurisdiction over this feature (Appendix F, pages 5 to 7, and 54).
Wetland 5	PEM1A	0.011	0.001 (Permanent), 0.001 (temporary)	Emergent wetland at CLV 60312 that is likely a jurisdictional water feature (Appendix F, pages 6, 7, and 65).

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	X	October 29, 2024
Wetland Delineation	X	October 29, 2024
USACE Isolated Waters Determination		

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

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

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B, pages 4 to 7), and the RFI report (Appendix E, pages 1 to 18) there are 76 wetlands within the 0.5-mile search radius. There is one wetland within or adjacent to the project area. That number was updated to five by the site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office on October 29, 2024. Please refer to Appendix F, pages 1 to 70 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that five emergent wetlands are within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland 1 is a poor quality emergent wetland north of SR 114 that extends east and west of the north end of CLV 60296 that is contained entirely within the investigated area (Appendix F, page 50). It is likely an isolated feature due to its lack of connectivity to a traditionally navigable waterway; however, INDOT is asking USACE to take jurisdiction over this feature. Approximately 0.004 acre of permanent impacts and 0.001 acre of temporary impacts to Wetland 1 will occur for the structure replacement and construction access.

Wetland 2 is a poor quality emergent wetland south of SR 114 that extends east and west of the south end of CLV 60299 that is contained entirely within the investigated area (Appendix F, page 52). It is likely an isolated feature due to its lack of connectivity to a traditionally navigable waterway; however, INDOT is asking USACE to take jurisdiction over this feature. Approximately 0.001 acre of permanent impacts and 0.001 acre of temporary impacts to Wetland 2 will occur for the structure replacement and construction access.

Wetland 3 is a poor quality emergent wetland north of SR 114 that is east of the north side of CLV 60301 that extends east beyond the investigated area (Appendix F, page 54). It is likely an isolated feature due to its lack of connectivity to a traditionally navigable waterway; however, INDOT is asking USACE to take jurisdiction over this feature. No impacts to Wetland 3 are expected for this project as it is east of the construction limits and no permanent or temporary work is proposed within this wetland.

Wetland 4 is a poor quality emergent wetland south of SR 114 that extends east and west of the south side of CLV 60301 that extends west beyond the investigated area (Appendix F, page 54). It is likely an isolated feature due to its lack of connectivity to a

traditionally navigable waterway; however, INDOT is asking USACE to take jurisdiction over this feature. Approximately 0.003 acre of permanent impacts and 0.001 acre of temporary impacts will occur to Wetland 3 for the structure replacement and construction access.

Wetland 5 is a poor quality emergent wetland south of SR 114 and west of the south side of CLV 60312 that extends west beyond the investigated area (Appendix F, page 65). It appears to have connectivity with Overmeyer Ditch, which has eventual connectivity to the Wabash River outside of the investigated area. The Wabash River is a jurisdictional feature; therefore, Wetland 5 is a likely jurisdictional water feature. Approximately 0.001 acre of permanent impacts and 0.001 acre of temporary impacts will occur to Wetland 5 for the structure replacement and construction access.

Impacts to wetlands have been avoided where possible; where avoidance was not possible, impacts have been minimized to the greatest extent practicable. Mitigation is not anticipated for these impacts but will be determined during the permitting process. A Section 401 permit with IDEM and a Section 404 permit with USACE will be required for these impacts. Wetland 3 will be labeled as "Do Not Disturb" on the project plans and the portions of Wetlands 1, 2 , 4, and 5 that will not be impacted shall be protected during construction and labeled "Do not Disturb" on the project plans. These are included as firm commitments.

IDNR DFW responded on August 7, 2024 with recommendations to coordinate with the agencies that regulate wetlands and to avoid placing fill material within riparian wetlands (Appendix C*,* pages 17 to 19). All applicable recommendations are included in the Environmental Commitments section of this CE document.

	Presence	**Impacts**	
		Yes	**No**
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 12.36 Acre(s) Total tree clearing: 0.00 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, site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc., and the aerial map of the project area (Appendix B*,* pages 4 to 7), there is terrestrial habitat present within the project area, which can be characterized by roadside grasses, forbs, maintained lawns, and a mesic wooded area near CLV 60305. The dominant species that are present include and tall fescue (*Schedonorus arundinaceus*), Kentucky bluegrass (*Poa pratensis*), field thistle (*Cirsium arvense*), and quackgrass (*Elymus repens*) in the roadsides and lawns. The mesic forested area consisted primarily of red oak (*Quercus rubra*) and sugar maple (*Acer saccharum*). Disturbance to terrestrial habitat will occur to the roadside habitat for construction access and pipe replacement activities. These will not impact the forested area, and no tree clearing will occur. Total impacts to roadside habitat will be 1.467 acre in area. Impacts to terrestrial habitat have been avoided where possible, and the construction area has been minimized to the greatest extent practicable. Mitigation for impacts to terrestrial habitat are not anticipated to be required.

The IDNR DFW responded on August 7, 2024 with recommendations to minimize impacts to terrestrial habitat by revegetating all disturbed areas with native species as soon as construction is completed (Appendix C*,* pages 17 to 19*)*. All applicable recommendations are included in the Environmental Commitments section of this CE document.

Indiana Department of Transportation

County Fulton Route SR 114 Des. No. 2200922/2500432

Protected Species **Federally Listed Bats**	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		
Section 7 formal consultation Biological Assessment (BA) required		

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)		X
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, pages 1 to 18), completed by SJCA Inc. on June 17, 2024, the IDNR Fulton County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 7, 2024 (Appendix C, pages 17 to 19), the Natural Heritage Program's Database has been checked, and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on May 6, 2024 and indicated that no bats or bat hibernacula are known to be within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 24 to 35). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and NLEB.

The official species list generated from IPaC indicated four other species present within the project area. The project area occurs within the range of the proposed endangered tricolored bat (*Perimyotis subflavus*), experimental population whooping crane (*Grus americana)*, proposed endangered salamander mussel (*Simpsonaias ambigua*), and proposed threatened species monarch butterfly (*Danaus plexippus*). As experimental population species, the whooping crane (*Grus americana*) is not given any statutory protection under the Endangered Species Act. As proposed for inclusion on the list of federally endangered and threatened species, the tricolored bat (*Perimyotis subflavus*), salamander mussel (*Simpsonaias ambigua*), and monarch butterfly (*Danaus plexippus*) would have Section 7 requirements if the project would jeopardize the species or if the project would impact any USFWS listed critical habitat. The official species list states that no critical habitat overlaps with the project area; therefore, no impacts are expected. No further coordination is required with USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Structure inspections were not required since the size of each small structure in the project area is smaller than the minimum diameter of 36 inches. An effect determination key was completed on November 20, 2024, and based on the responses provided, the project was found to "May affect, not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, pages 36 to 46). INDOT reviewed and verified the effect finding on November 20, 2024, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) were provided for the project, which include ensuring that all workers are aware of presumed bat habitat, and that temporary lighting should be directed away from suitable habitat during the active season (Appendix C, page 44). AMMs and/or commitments 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 Indiana Karst Region		X
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		X

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

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

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the US Geological Survey (USGS) topographic map of the project area (Appendix B, pages 2 to 3), and the RFI report (Appendix E, pages 1 to 18), there are no karst features identified within or adjacent to the project area. In the early coordination response on July 8, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 6 to 16). They also indicated that there is a moderate to high liquefaction potential, there is high potential for encountering bedrock resources, and low potential for sand and gravel resources. The features will not be affected because there are no known bedrock or sand and gravel extraction sites within or adjacent to the project area. Response from IGWS has been communicated with the designer on July 8, 2024. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	X		X
Urbanized Area Boundary			
Public Water System(s)			

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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

The project is located in Fulton 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/Environmental Protection Agency (EPA)/INDOT 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.

IDEM's Wellhead Proximity Determinator website (https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/) was accessed on December 5, 2024 by SJCA Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on December 5, 2024 by SJCA Inc. Various water wells are mapped within and adjacent to the project area. The features will not be affected because the HMA overlay will not extend below the surface of the pavement of SR 114, and there are no water wells present where excavation for the structure replacements is anticipated to occur. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of INDOT's Functional Class and Urban Area Boundary viewer (https://indot.maps.arcgis.com/apps/webappviewer/index.html?id=bfe9a3dede034fb588266593246342b8) by SJCA Inc. on December 5, 2024, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc., the aerial map of the project area (Appendix B, pages 4 to 7), and the utilities list in the project plans (Appendix B, page 26), no public water systems were identified. Therefore, no impacts are expected.

Floodplains	**Presence**	**Impacts** Yes	No
Project located within a regulated floodplain	X	X	
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 [ ] Level 2 [ ] Level 3 [X] 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 IDNR Indiana Floodway Information Portal website (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) by SJCA Inc. on December 5, 2024, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages 71 to 73). An early coordination letter was sent on July 8, 2024, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 3 per the current INDOT CE Manual, which states:

The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

Farmland	**Presence**	**Impacts** Yes	No
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X	X	

Total Points (from Section VII of CPA-106/AD-1006*) **152**

**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc., and the aerial map of the project area (Appendix B, pages 4 to 7), the project will convert 1.07 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 8, 2024 to NRCS. Coordination with NRCS resulted in a score of 152 on the NRCS AD 1006 Form (Appendix C, page 23). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	Category B, Type 9 Category A, Types 4 and 9	September 27, 2024	

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	**X**	**September 27, 2024**	**N/A**
Archaeological Phase Ic Survey Report			
Other:			

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

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 September 27, 2024 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 9 under the Minor Projects Programmatic Agreement, (Appendix D, pages 1 to 7). On September 27, 2024, SJCA Inc. determined that this project also falls within the guidelines of Category A, Types 4 and 9 (Appendix D, pages 8 to 9). Category A, Type 4 includes roadway repairs, replacement, reconstruction, and resurfacing projects, including overlays. Categroy A, Type 9 projects include the installation, repair, or replacement of erosion control measures along roadways, waterways, and bridge piers within disturbed soils. Category B, Type 9 includes projects that propose to install, replace, repair, line or extend culverts or other drainage structures. This project required an archaeological survey due to it is occurring partially in undisturbed soils. A Qualified Professional from SJCA Inc. conducted a Phase 1a archaeological investigation, which was approved by INDOT CRO on September 27, 2024. The archaeological survey did not identify any archaeological sites and recommended that the project commence as planned (Appendix D, pages 10 to 13). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Smalley Cemetery is located approximately 0.03 mile west of CLV 60304 but is adjacent to the roadway alignment that will receive an HMA overlay. The Phase 1a archaeology report, which was approved by INDOT CRO on September 27, 2024, identified this cemetery and it was determined that this project would not require a cemetery development plan (Appendix D, pages 10 to 13). No ROW is required from this site as the only work occurring in the vicinity will be for the HMA overlay. Ground disturbance will not occur within 100 feet of this cemetery. Therefore, no impacts are expected.

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

	Presence	Use	
Parks and Other Recreational Land		Yes	No
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, pages 4 to 7), and the RFI report (Appendix E, pages 1 to 18), there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research using Google Maps, and by the site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024, by SJCA Inc., there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property			

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of two properties in Fulton County (Appendix I, page 1). Neither of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	X	
Is the project located in an MPO Area?		X
Is the project in an air quality non-attainment or maintenance area?		X
If Yes, then:		
Is the project in the most current MPO TIP?		
Is the project exempt from conformity?		
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: 2024-2028 STIP, Initial and Amendment 04 (Appendix H, pages 1 and 2)

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1 and 2). An additional Designation Number was added to this project to separate the HMA Overlay portion of the project (Des No 2200922) from the small structure replacements (Des No 2500432). Des No 2500432 will be added to the FY 2026-2030 STIP and included in this CE document before final approval.

This project is located in Fulton County, which is currently in attainment for all criteria pollutants according to the EPA Green Book (https://www.epa.gov/green-book). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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?		X

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.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
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)	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.

This project meets the local and regional development patterns because it aims to maintain existing drainage structures along SR 114. This project is not expected to negatively impact community cohesion or local property values or the tax base.

Fulton County has an approved comprehensive plan dated 2022 (https://www.co.fulton.in.us/egov/documents/1662558938_11617.pdf). The plan outlines strategies for transportation maintenance and drainage control. This project is aligned with the goals of the comprehensive plan because it aims to address drainage issues within the project limits in an effort to maintain the existing transportation system.

Fulton County has an approved Americans with Disabilities Act (ADA) Transition Plan (https://www.co.fulton.in.us/egov/documents/1709841101_73853.pdf) dated April 1, 2024. The ADA Transition Plan identified areas within Fulton County that are insufficient for ADA compliance and require updates. This project does not involve any pedestrian facilities and will not affect any buildings that require ADA compliance; therefore, the project is aligned with the goals of the Fulton County ADA Transition Plan.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, pages 4 to 7), and the RFI report (Appendix E, pages 1 to 18), there are two religious facilities, two cemeteries, two schools, two pipelines, and one railroad located within the 0.5 mile of the project. There is one public facility within or adjacent to the project area. That number was confirmed by the site visits on May 1, 2024, May 10, 2024, May 31, 2024, and August 5, 2024 by SJCA Inc.

Smalley Cemetery is located approximately 0.03 mile west of CLV 60304 but is adjacent to the roadway alignment that will receive an HMA overlay. The Phase 1a archaeology report, which was approved by INDOT CRO on September 27, 2024, identified this cemetery and it was determined that this project would not require a cemetery development plan (Appendix D, pages 10 to 13). No ROW is required from this site as the only work occurring in the vicinity will be for the HMA overlay. Ground disturbance will not occur within 100 feet of this cemetery. Therefore, no impacts are expected.

Various utilities are present within the project area, including overhead electric and communications lines, and underground gas, sewer, and fiber optic lines. Impacts to utilities have not yet been determined; however, it is anticipated that underground gas and fiber optic lines will need to be relocated during construction. Temporary disturbances may occur but no permanent interruptions are anticipated.

Dague Farms Volunteer Fire Department responded on July 8, 2024 with questions about whether emergency services and local school districts would be notified in advance of project construction (Appendix C, page 4). SJCA Inc. responded on July 9, 2024 and stated that coordination with the local school district had been initiated and that all emergency services and schools would be notified of the construction period at least two weeks prior to its commencement. The Caston School Corporation responded on July 24, 2024 and stated that they have students that live along the project corridor and that SR 114 is a main bus route (Appendix C, pages 20 to 21). SJCA Inc. responded on August 6, 2024 and again on August 19, 2024 and stated that coordination with the engineer and INDOT was ongoing to determine if construction in the summer time was a possibility. Additionally, it was stated that local detour routes and official detour routes will be available during road closures, and that the entire roadway would not be closed at the same time. All applicable recommendations are included in the Environmental Commitments section of this CE document.

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)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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

This analysis was performed for this project prior to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.

Under FHWA Order 6640.23A, FHWA, and the project sponsor, as a recipient of funding from FHWA, are responsible for ensuring 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 ROW. The project will require more than 0.5 acre of permanent ROW and will not require any relocations. 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 Fulton County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9533 and Census Tract 9534. 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 2022 American Community Survey (ACS) 5-year estimates was obtained from the US Census Bureau Website (https://data.census.gov/cedsci/advanced) on November 11, 2024 and November 18, 2024 by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2022 ACS 5-year Estimates)			
	COC - (Fulton County)	AC-1 - (Census Tract 9533, Fulton County, Indiana)	AC-2 - (Census Tract 9534, Fulton County, Indiana)
Percent Minority	14.8%	13.2%	18.7%
125% of COC	18.5%	AC < 125% COC	AC > 125% COC
EJ Population of Concern		No	Yes
Percent Low-Income	9.9%	11.4%	4.8%
125% of COC	12.4%	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

The AC 1, Census Tract 9533, has a percent low-income of 13.2% which is below 50% and is below the 125% COC threshold. The AC 2, Census Tract 9534, has a percent low-income of 18.7% which is below 50% but is above the 125% COC threshold. Therefore, the AC 2 does contain a low-income population of EJ concern.

The AC 1, Census Tract 9533, has a percent minority of 11.4% which is below 50% and is below the 125% COC threshold. The AC 2, Census Tract 9534, has a percent minority of 4.8% which is below 50% and is below the 125% COC threshold. Therefore, neither AC 1 nor AC 2 contain a minority population of EJ concern.

A copy of the EJ Analysis for this project is included in Appendix I, pages 9 to 14.

This project will improve the driving surface and drainage of SR 114, resulting in positive community-wide impacts regardless of

minority or income status. The MOT is anticipated to be a road closure near the project site and a detour utilizing SR 25, SR 16, and SR 17. The MOT plan will result in approximately an additional 14.73 miles of travel distance. Local detour routes utilizing the county roads adjacent to SR 114 will be available in phases as construction at each structure is completed, ensuring continued access to properties via the official detour and local routes. The MOT plan will impact all travelers and will not impact the EJ populations more than any other population. Access to adjacent properties will be maintained during and after construction. While the project will require ROW, no relocations will be required, and no barriers will be created that disrupt community cohesion. INDOT ESD stated on December 16, 2024 that the impacts associated with this project will not cause a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required (Appendix I, page 15).

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): June 17, 2024

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of Geographic Information Systems (GIS) and available public records, the RFI was completed on June 17, 2024 by SJCA Inc. and INDOT Site Assessment and Management (SAM) provided their concurrence on June 17, 2024 (Appendix E, pages 1 to 18). One state cleanup site, two underground storage tanks (USTs), one leaking underground storage tank (LUST), and one brownfield site are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	
Rule 5	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

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

A Section 401 permit with IDEM and a Section 404 permit with USACE will be required for impacts to streams and wetlands. A Construction Stormwater General Permit (CSGP) with IDEM will likely be required for soil disturbance that exceeds 1.0 acre. A Construction in a Floodway permit with IDNR will not be required; construction will extend into the flood fringe but no work is proposed below the base flood elevation of any floodways.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT LaPorte District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within ROW or in borrow/waste areas is prohibited unless specifically allowed in the USACE permit. (INDOT EWPSO)
4. The portions of UNT 1 to Reed Olmstead Ditch that will not be impacted shall be protected during construction and labeled "Do Not Disturb" on the project plans. (INDOT ESD)

5. Wetland 3 will be labeled "Do Not Disturb" on the project plans. (INDOT ESD)
6. The portions of Wetlands 1, 2, 4, and 5 that will not be impacted shall be protected during construction and labeled "Do Not Disturb" on the project plans. (INDOT ESD)
7. One (1) impaired stream segment is located adjacent to the project area for the CLV-60300 structure replacement. The impaired stream segment is associated with Mill Creek and is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
8. 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)
9. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

For Further Consideration:

10. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6” (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2’) below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel. (IDNR DFW)
11. The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. (IDNR DFW)
12. 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)
13. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented. (IDNR DFW)
14. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. (IDNR DFW)
15. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. (IDNR DFW)
16. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate. (IDNR DFW)

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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs[7])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[9]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[10]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[11]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.
[9] Potential for causing a disproportionately high and adverse impact.
[10] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

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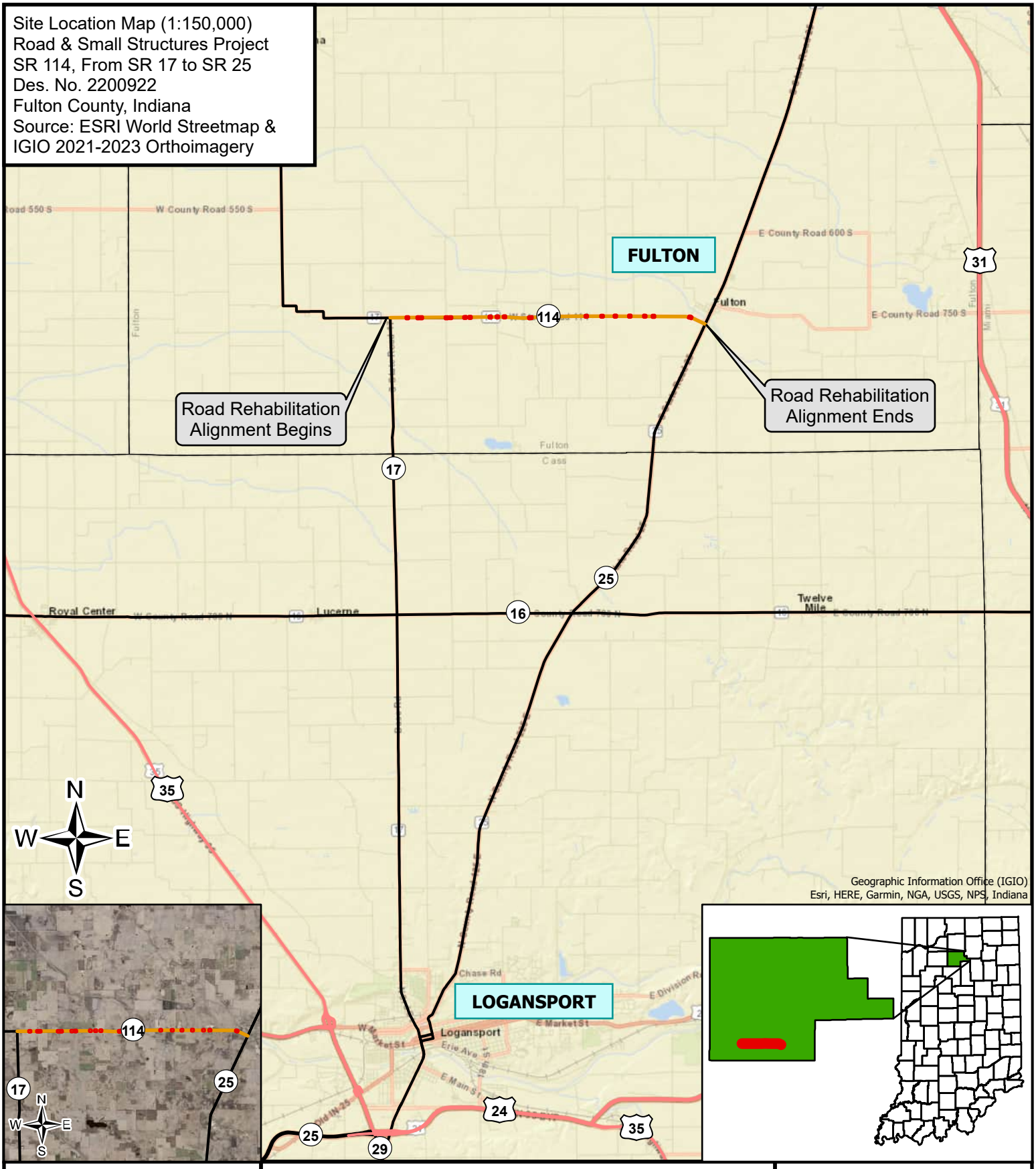
Appendix B

Graphics

Site Location Map (1:150,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: ESRI World Streetmap &
IGIO 2021-2023 Orthoimagery



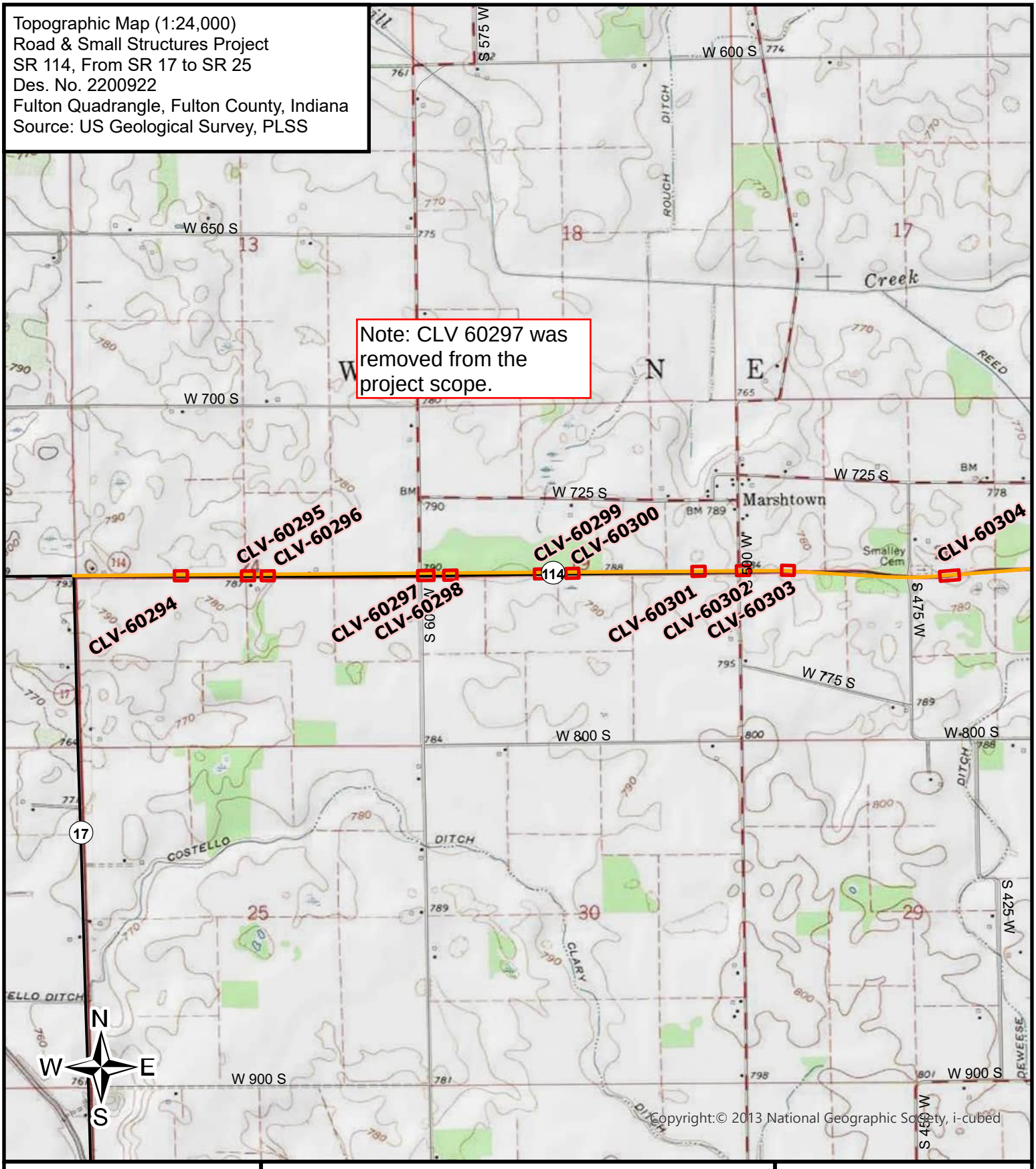
Geographic Information Office (IGIO)
Esri, HERE, Garmin, NGA, USGS, NPS, Indiana

0 1.75 3.5
Miles

Road Project Alignment
Small Structure Project Locations
Project County

6/26/2024

SJCA



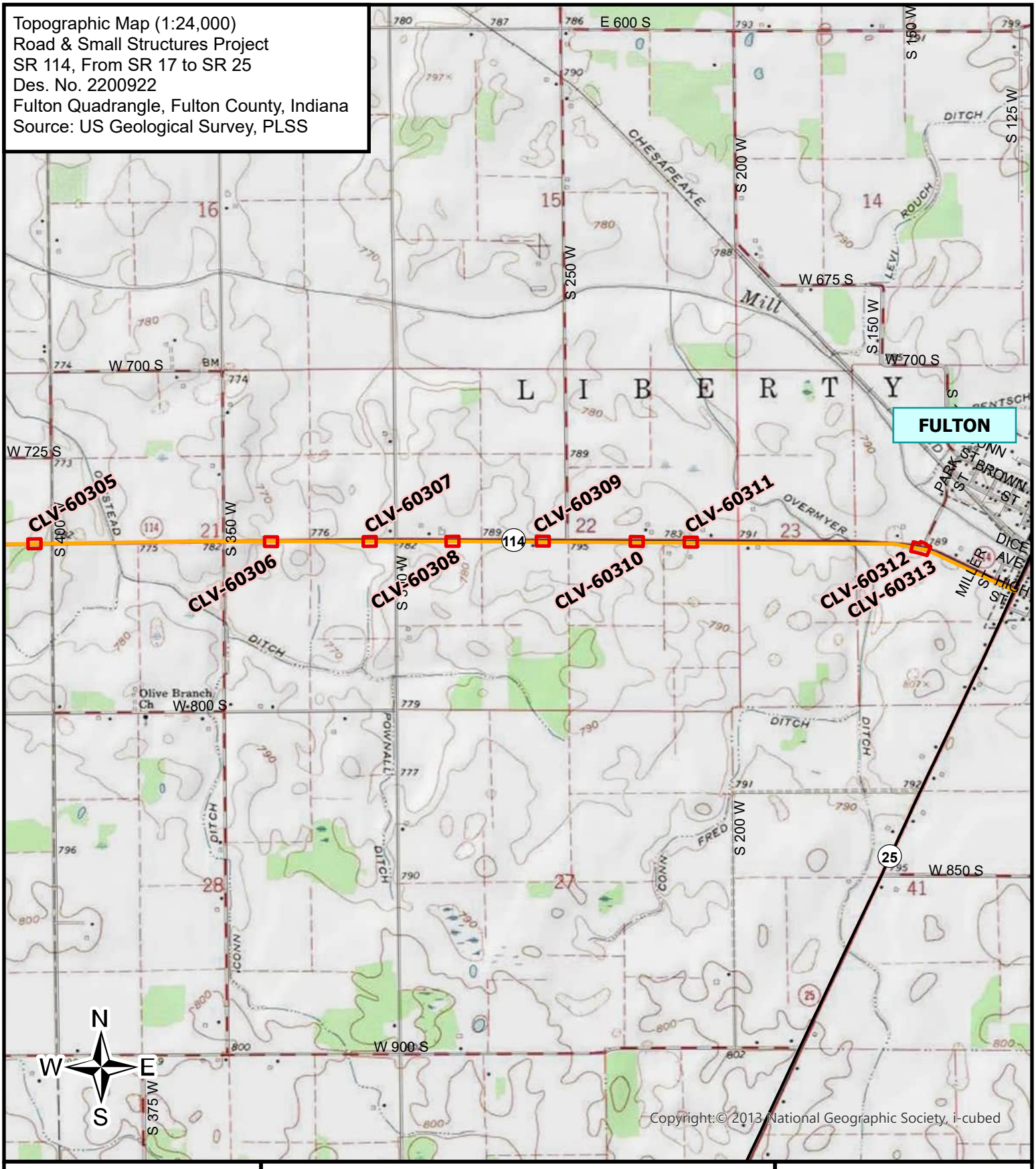
Topo Map 1 of 2

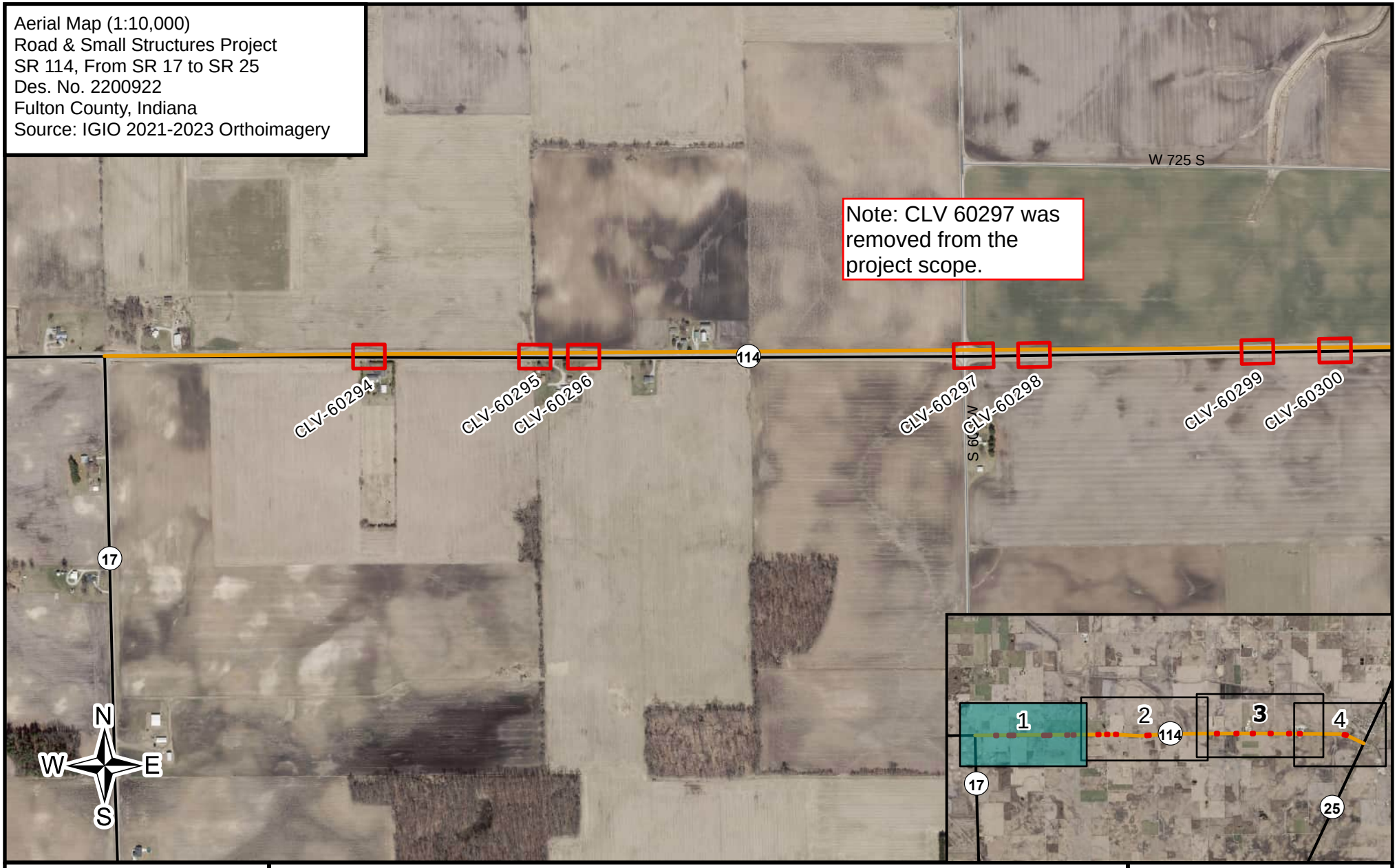
0 0.28 0.55 Miles

Small Structure Project Locations

Road Project Alignment

6/26/2024

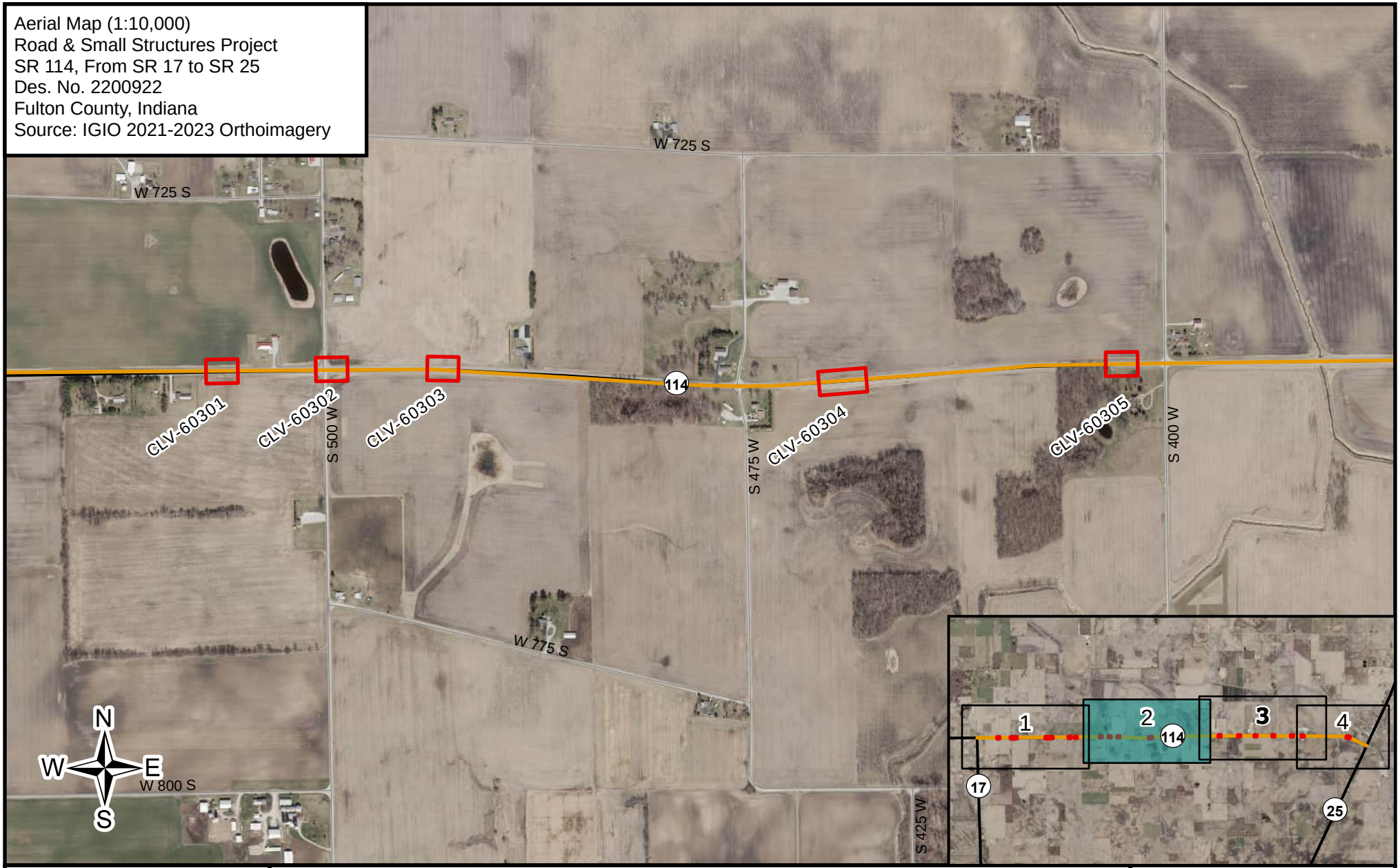

Topographic Map (1:24,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton Quadrangle, Fulton County, Indiana
Source: US Geological Survey, PLSS
E 600 S
W 700 S
W 675 S
W 725 S
W 800 S
W 850 S
W 900 S
S 400 W
S 350 W
S 300 W
S 250 W
S 200 W
S 150 W
S 125 W
S 375 W
CHESAPEAKE
Mill
LIBERTY
FULTON
PARK ST
BROWN ST
DICE AVE
MILLER ST
HIGH ST
OVERMYER
OSTEAD
POWNALL
FRED CONN
DITCH
Olive Branch Ch
CLV-60305
CLV-60306
CLV-60307
CLV-60308
CLV-60309
CLV-60310
CLV-60311
CLV-60312
CLV-60313
114
25
N
W
E
S
Copyright:© 2013 National Geographic Society, i-cubed
0
0.28
0.55
Miles
Topo Map 2 of 2
Small Structure Project Locations
Road Project Alignment
SJCA
6/26/2024



Aerial Map 1 of 4

6/26/2024

SJCA



0 500 1,000 Feet

Aerial Map 2 of 4

Small Structure Project Location

Road Project Alignment

6/26/2024

SJCA

0 500 1,000 Feet

Aerial Map 3 of 4

Small Structure Project Location

Road Project Alignment

6/26/2024

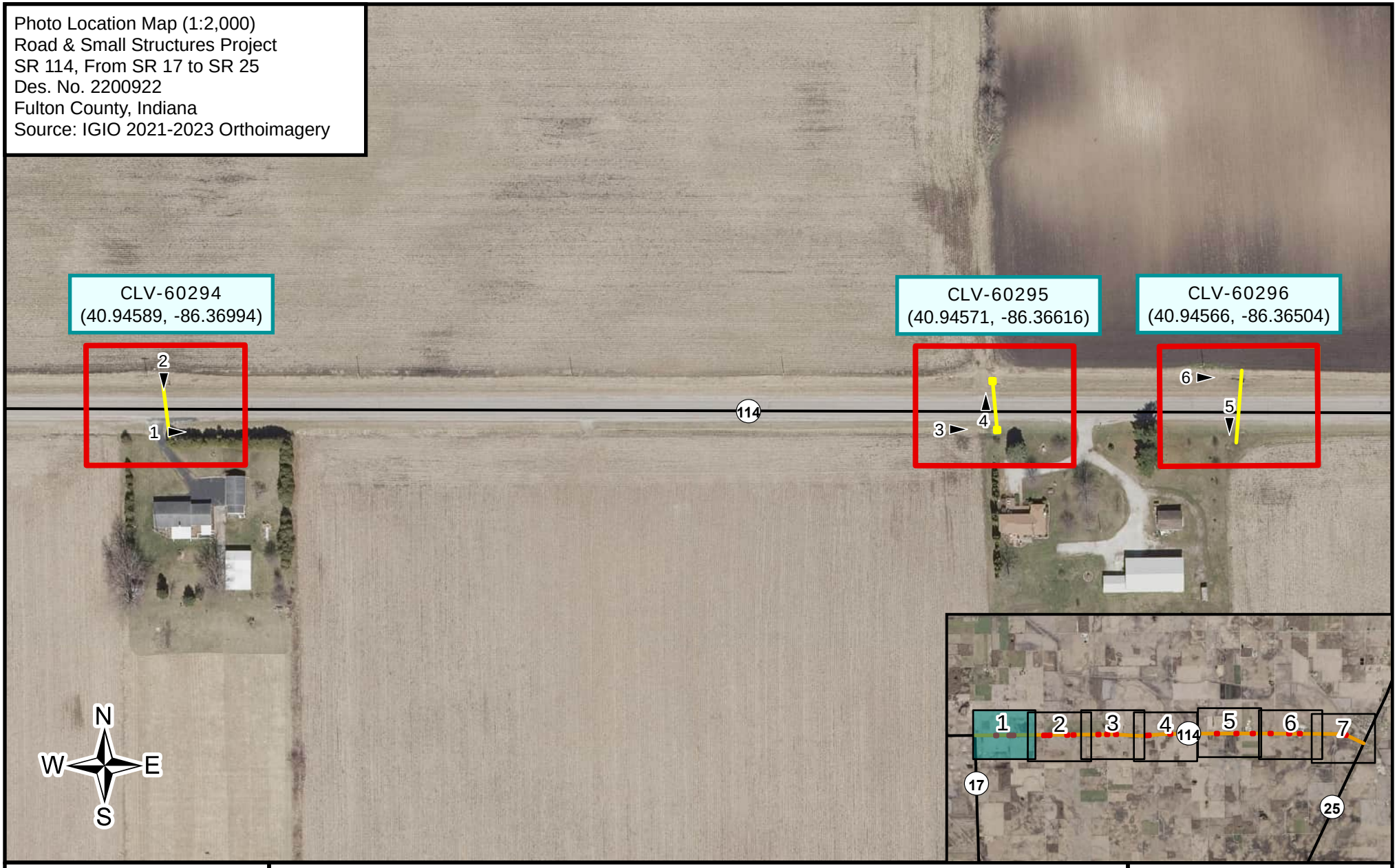
SJCA

Aerial Map 4 of 4

6/26/2024

SJCA

Photo Location Map (1:2,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery



0 130 260 Feet

Photo Map 1 of 7

Project Area

Approximate Pipe Location

Photo Locations

7/1/2024

SJCA


Photo Location Map (1:3,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery
CLV-60297
(40.64584, -86.36504)
CLV-60298
(40.94562, -86.35475)
CLV-60299
(40.94583, -86.34965)
CLV-60300
(40.94591, -86.34785)
S 600 W
114
7
8
9
10
11
12
13
14
Note: CLV 60297 was removed from the project scope.
N
W
E
S
1
2
3
4
5
6
7
17
25
0
195
390
Feet
Photo Map 2 of 7
Project Area
Approximate Pipe Location
Photo Locations
7/1/2024
SJCA

Photo Location Map (1:2,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery

0 130 260 Feet

Photo Map 3 of 7

Project Area

Approximate Pipe Location

Photo Locations

7/1/2024

SJCA


Photo Location Map (1:2,500)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery
CLV-60304
(40.94569, -86.32682)
CLV-60305
(40.94598, -86.32024)
22
21
23
24
114
N
W
E
S
1
2
3
4
5
6
7
17
25
0
165
330
Feet
Photo Map 4 of 7
Project Area
Approximate Pipe Location
Photo Locations
7/1/2024
SJCA

Photo Location Map (1:3,600)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery

0 237.5 475 Feet

Photo Map 5 of 7

Project Area

Approximate Pipe Location

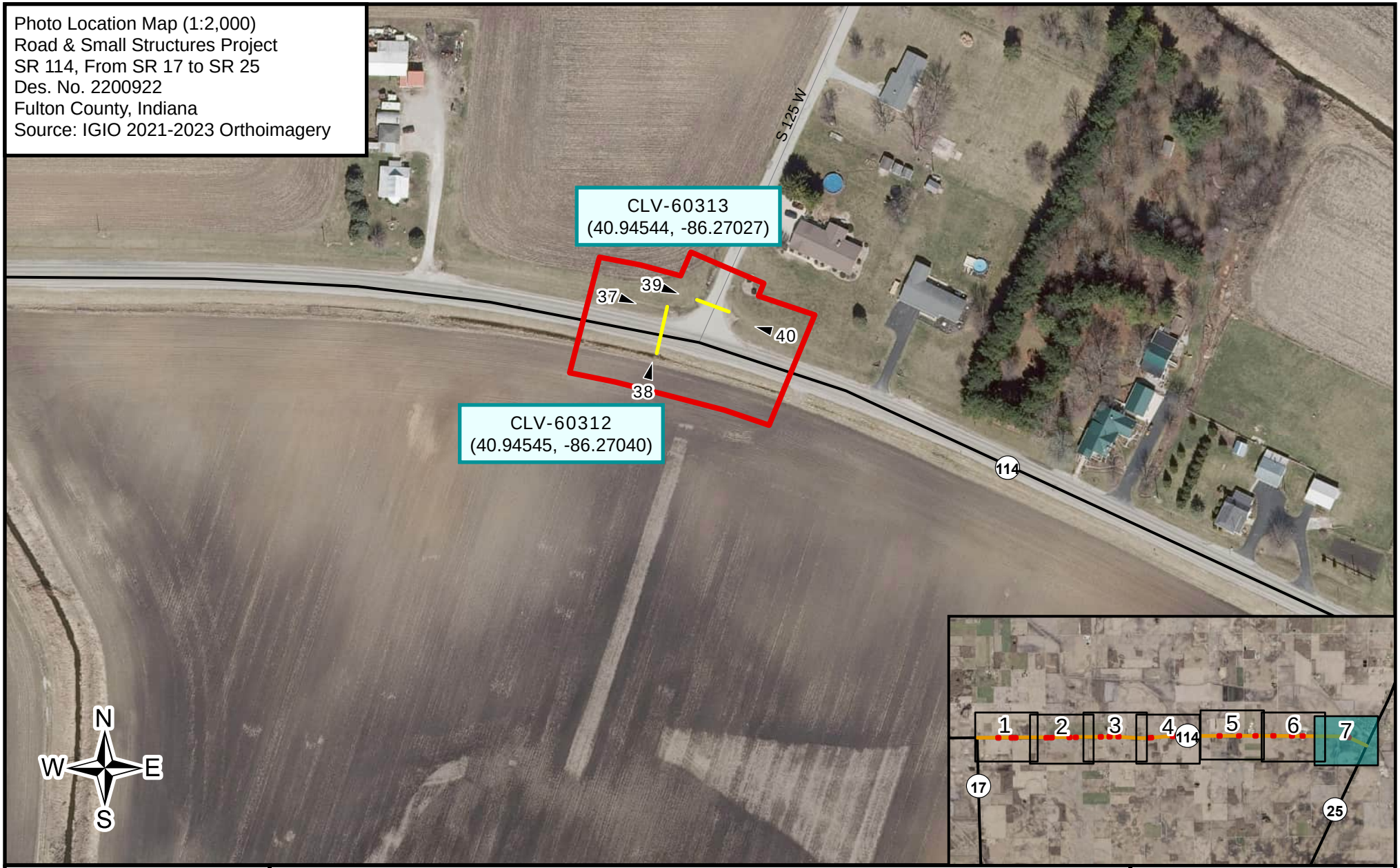
Photo Locations

7/1/2024

SJCA


Photo Location Map (1:3,100)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery
S 250 W
CLV-60309
(40.94586, -86.29160)
32
31
114
33
34
CLV-60310
(40.94580, -86.28628)
CLV-60311
(40.94558, -86.28325)
35
36
N
W
E
S
1
2
3
4
114
5
6
7
17
25
0
205
410
Feet
Photo Map 6 of 7
Project Area
Approximate Pipe Location
Photo Locations
7/1/2024
SJCA

Photo Location Map (1:2,000)
Road & Small Structures Project
SR 114, From SR 17 to SR 25
Des. No. 2200922
Fulton County, Indiana
Source: IGIO 2021-2023 Orthoimagery



0 130 260 Feet

Photo Map 7 of 7

Project Area

Approximate Pipe Location

Photo Locations

7/1/2024

SJCA

Photo 1. Facing east along the south side of SR 114 near the inlet of the CLV-60294 drainage structure. (5.1.2024)

Photo 2. Facing south and looking towards the outlet of CLV-60294 on the north side of SR 114. (5.1.2024)

Photo 3. Facing east along the south side of SR 114 and looking towards the CLV-60295 drainage structure. (5.1.2024)

Photo 4. Facing north from the north side of SR 114 and looking to the agricultural area where CLV-60295 drains. (5.1.2024)

Photo 5. Facing south from the south side of SR 114 and looking towards the inlet of CLV-60296. (5.1.2024)

Photo 6. Facing east towards the location of the outlet of CLV-60296 on the north side of SR 114. (5.1.2024)

Photo 7. Facing east towards CLV-60297 from the east side of CR 600 W, just south of the intersection with SR 114. (5.1.2024)

Note: CLV 60297 was removed from the project scope.

Photo 8. Facing southwest towards CLV-60297 from the northeast quadrant of the intersection of SR 114 and CR 600 W. (5.1.2024)

Photo 9. Facing west along the north side of SR 114 at the outlet of the CLV-60298 drainage structure. (5.1.2024)

Photo 10. Facing south from the south side of SR 114 and looking towards the inlet of CLV-60298. (5.1.2024)

Photo 11. Facing east along the north side of SR 114 in the area of the CLV-60299 drainage structure. (5.10.2024)

Photo 12. Facing north from the south side of SR 114 towards the location of the CLV-60299 drainage structure. (5.10.2024)

Photo 13. Facing north from the north side of SR 114 at the location where CLV-60300 drains into an agricultural field. (5.10.2024)

Photo 14. Facing north towards the end of CLV-60300 on the south side of SR 114. (5.10.2024)

Photo 15. Facing south from the south side of SR 114 towards the southern end of the CLV-60301 drainage structure. (5.10.2024)

Photo 16. Facing east along the north side of SR 114 at the northern end of CLV-60301. (5.10.2024)

Photo 17. Facing west from the north side of SR 114 and looking towards CR 500 W, near the inlet of the CLV-60302 drainage structure. (5.10.2024)

Photo 18. Facing southwest and looking towards the outlet of CLV-60302 in the southeast quadrant of the SR 114 and CR 500 W intersection. (5.10.2024)

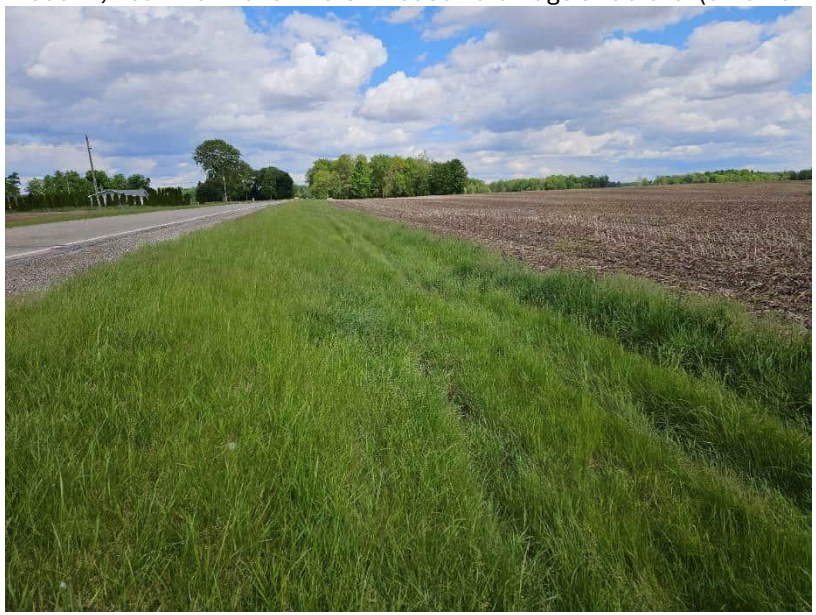


Photo 19. Facing east along the south side of SR 114 near the location of the CLV-60303 drainage structure. (5.10.2024)

Photo 20. Facing south towards the northern end of the CLV-60303 drainage structure on the north side of SR 114. (5.10.2024)

Photo 21. Facing west along the south side of SR 114 near the southern end of CLV-60304, with the Smalley Cemetery visible to the northwest. (5.31.2024)

Photo 22. Facing south towards the northern end of the CLV-60304 drainage structure, located on the north side of SR 114. (5.31.2024)

Photo 23. Facing east along the north side of SR 114 near the northern end of CLV-60305, looking towards the intersection with CR 400 W. (5.31.2024)

Photo 24. Facing north from the maintained residential lawn on the south side of SR 114, looking towards the southern end of CLV-60305. (5.31.2024)

Photo 25. Facing west along the south side of SR 114 near the location of the CLV-60306 drainage structure. (5.31.2024)

Photo 26. Facing south towards the northern end of CLV-60306, located on the north side of SR 114. (5.31.2024)

Photo 27. Facing west from the south side of SR 114 near the location of the CLV-60307 drainage structure. (5.31.2024)

Photo 28. Facing southeast towards the northern end of CLV-60307 on the north side of SR 114. (5.31.2024)

Photo 29. Facing west along the north side of SR 114 and looking towards the northern end of CLV-60308. (5.31.2024)

Photo 30. Facing north and looking towards the southern end of the CLV-60308 drainage structure on the south side of SR 114. (5.31.2024)

Photo 31. Facing east along the south side of SR 114 near the location of CLV-60309. (5.31.2024)

Photo 32. Facing south and looking towards the northern end of the CLV-60309 drainage structure from the north side of SR 114. (5.31.2024)

Photo 33. Facing north from the north side of SR 114 and looking towards the inlet of CLV-60310 in a maintained residential lawn. (5.31.2024)

Photo 34. Facing north and looking towards the southern outlet of CLV-60310, which drains into an agricultural field on the south side of SR 114. (5.31.2024)

Photo 35. Facing west along the north side of SR 114, looking towards the northern inlet of the CLV-60311 drainage structure. (5.31.2024)

Photo 36. Facing north towards the southern outlet of CLV-60311, located just west of a residential driveway. (5.31.2024)

Photo 37. Facing southeast along the north side of SR 114 and looking towards the north end of CLV-60312 and west end of CLV-60313. (5.31.2024)

Photo 38. Facing northeast towards the southern end of the CLV-60312 drainage structure under SR 114. (5.31.2024)

Photo 39. Facing southeast towards the western end of the CLV-60313 drainage structure located under CR 125 W. (5.31.2024)

Photo 40. Facing northwest towards the eastern end of CLV-60313 under CR 125 W. (5.31.2024)