

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

Road No./County:	State Road (SR) 64/Harrison County
Designation Number(s):	1900066
Project Description/Termini:	Bridge Replacement Project at Branch Blue River, 0.11 mile east of SR 337


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

 _____ INDOT DE Initials and Date	2024.10.30 12:09:46 -04'00' _____ INDOT ESD Initials and Date
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Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Sharon Anton/HNTB

Indiana Department of Transportation

County Harrison

Route SR 64

Des. No. 1900066

Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notice of entry letters were mailed to potentially affected property owners near the project area on October 16, 2020; September 15, 2022; and on August 24, 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 Entry letter is included in Appendix G, page 1.

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.

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: SR 64

Funding Source (mark all that apply): Federal State 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 deteriorated condition of the existing bridge carrying SR 64 over an unnamed tributary (UNT) of Blue River (called Branch of Blue River on design plans). According to the INDOT Bridge Inspection Report dated October 11, 2022, the existing structure's overall condition is rated a 5 (moderate to major deterioration) and the bridge deck geometry is rated a 3 (serious condition) out of 9 (no deficiencies). It exhibits several small spalls with exposed rebar on the west side of the slab at the west abutment, and two spalls with exposed rebar on the underside of the deck. In addition, the wingwalls have cracking and scaling with efflorescence (salt deposits on the concrete) (Appendix I, pages 2-9 and 31). This bridge is anticipated to have a remaining functional lifespan of approximately 10 years.

Purpose:

The purpose of this project is to provide a vehicular crossing on SR 64 over UNT of Blue River that has a structure rating and deck geometry rating of at least 7 (good), has a service life of at least 75 years, and maintains adequate hydraulic function at the crossing.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Harrison Municipality: N/A

Limits of Proposed Work: Approximately 300 feet southwest and 250 feet northeast along SR 64 from the center of the bridge

Total Work Length: 0.066 Mile(s) Total Work Area: 1.62 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability? 600

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

Yes ¹	No
Date: _____	

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions,

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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 a bridge project on SR 64 in Harrison County, Indiana.

Location:

The project is located in Sections 17 and 20 of Township 2 South, Range 3 East in Blue River Township. More specifically, the project is located approximately 0.11 mile east of SR 337, near the unincorporated community of Depauw.

Existing Conditions:

The existing bridge is a precast three-sided concrete structure with a clear roadway width of 28 feet and single span of 24 feet. It has a 45 degree skew. The structure carries SR 64 over a mapped USGS blue line stream, UNT of Blue River. This section of SR 64 is a two-lane rural state collector and has a posted speed limit of 55 miles per hour (mph). The existing roadway consists of two 12-foot travel lanes, with a 2-foot paved shoulder on both the north and south sides of the road. Land use surrounding the project area is a mix of agricultural, residential, and commercial.

The existing bridge was built in 1950. It is not on or eligible for inclusion on the National Register of Historic Places (NRHP). According to the INDOT Bridge Inspection Report dated October 11, 2022, the existing structure is rated a 5 (moderate to major deterioration) out of 9 (no deficiencies). It exhibits several small spalls with exposed rebar on the west side of the slab at the west abutment, and two spalls with exposed rebar on the underside of the deck. In addition, the wingwalls have cracking and scaling with efflorescence (salt deposits on the concrete) (Appendix I, pages 2-9). The bridge deck geometry is rated 3 (serious condition) out of 9 (excellent) (Appendix I, page 31).

Based on a karst field survey conducted on December 21, 2021, by Hydrogeology, Inc, there is a large sinking stream basin in the area. A total of seven sinkhole features associated with this sinking stream basin were observed during the field investigation, as well as one swallet. Two of these features are located within the construction limits of this project, Swallet 1 (SW-1) and Sinkhole 5 (SH-5). SW-1 is located directly beneath the bridge carrying SR 64, and SH-5 is in the southeast quadrant of the bridge. For more information, refer to the *Geological and Mineral Resources* portion of this CE document.

Preferred Alternative:

The existing bridge will be replaced with a cast-in-place, three-sided, flat-top concrete structure with a clear roadway width of 34 feet and a single span of 26 feet. The new structure will be designed with be constructed on the same horizontal alignment, including a 45 degree skew, as the existing structure. The vertical alignment for the new structure will be slightly raised from that of the existing structure. Guardrail will be installed along the bridge. Approximately 150 feet of the swale south of SR 64 will be relocated outside of the proposed road slope. This relocated swale will be planted with native vegetation to filter roadside drainage. Class I riprap on geotextiles will be installed at the base of the bridge (Appendix B, pages 10-17).

This project is being designed to minimize impacts to the extent practicable. Some permanent right-of-way acquisition will be required, as will a small amount of temporary right-of-way, but no relocations will be required. Best management practices (BMPs) will be followed to avoid and minimize impacts to surrounding resources, including karst features. Tree removal will be required for access to complete the project. There are no likely jurisdictional wetlands or streams within the project area.

Maintenance of Traffic:

The maintenance of traffic (MOT) plan for this project will utilize a road closure on SR 64 with a detour. The detour will utilize SR 64, SR 337, and SR 135 (Appendix B, page 12). For more information, refer to the *Maintenance of Traffic (MOT) During Construction* portion of this CE document.

Purpose and Need Evaluation:

The preferred alternative meets the purpose and need of the project by providing a new, hydraulically adequate structure where SR 64 crosses UNT of Blue River. The new structure will have an overall condition rating and deck geometry rating of 9 (no deficiencies) out of 9, and will have with a designed functional lifespan of at least 75 years.

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Logical Termini/Independent Utility:

Project termini extend approximately 250 feet to the northwest and 300 feet to the southeast of the center of the bridge. These termini are appropriate as they are rational end points for a bridge replacement project and are of sufficient length to address environmental impacts on a broad scope. This project has independent utility because it would be a reasonable expenditure of funds even if no additional transportation improvements are made.

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.

In-Kind Replacement Alternative

This alternative would replace the existing structure in-kind in attempt to avoid impacts to karst features and relocation of the swale. Guardrail will be installed along the bridge. This relocated drainage swale may be planted with native vegetation to filter roadside drainage. Class I riprap on geotextiles would be installed at the base of the bridge. However, it was eliminated from consideration because the required fill slopes for guardrail installation would still impact the swale and SH-5.

Superstructure Replacement

This alternative would replace the superstructure of the bridge. It was eliminated from consideration because it would be beneficial to correct the deck geometry and address concerns with wingwalls, which this alternative would not include.

No-Build Alternative

This alternative would make no alterations to the existing structure. This alternative would not involve any costs, nor would it result in environmental issue. The structure would continue to deteriorate and potentially fail, which would prevent the traveling public from using SR 64 in this location. Therefore, the No-Build alternative was not selected because it does not meet the purpose and need of the project.

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

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

ROADWAY CHARACTER:

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

Name of Roadway	<u> SR 64 </u>			
Functional Classification:	<u> State Collector </u>			
Current ADT:	<u> 4290 </u>	VPD (2024)	Design Year ADT:	<u> 4368 </u>
Design Hour Volume (DHV):	<u> 478 </u>	Truck Percentage (%)		<u> 6 </u>
Designed Speed (mph):	<u> 55 </u>	Legal Speed (mph):		<u> 55 </u>

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	Existing		Proposed
Number of Lanes:	2		No change
Type of Lanes:	1 12-foot EB travel lane, 1 12-foot WB travel lane		No change
Pavement Width:	28	ft.	No change
Shoulder Width:	2 (ea.)	ft.	No change
Median Width:	0	ft.	No change
Sidewalk Width:	0	ft.	No change

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): 064-31-06286 (Existing) Sufficiency Rating: 72.3 (INDOT Bridge Inspection Report, October 10, 2022)
064-31-10475 (Proposed) (Rating, Source of Information)

	Existing		Proposed
Bridge/Structure Type:	3-sided concrete pre-cast structure		3-sided concrete cast-in-place structure
Number of Spans:	1		1
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	28	ft.	34
Outside to Outside Width:	28	ft.	34
Shoulder Width:	2	ft.	5

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.

The existing structure (Bridge No. 064-31-06286 A, National Bridge Inventory [NBI] 23130) is a 3-sided, pre-cast concrete structure with a single span of 24 feet and a clear roadway width of 28 feet. It is located on SR 64, approximately 0.11 mile east of SR 337. The proposed structure is a 3-sided, cast-in-place concrete structure with a single span of 26 feet and a clear roadway width of 34 feet. The new bridge number will be 064-31-10475.

Although there is a mapped USGS blueline stream beneath SR 64 in this location, the field visits conducted by HNTB on July 23, 2020; October 26, 2020; and October 4, 2022, found no evidence of a likely jurisdictional stream. Class I riprap on geotextiles will be installed at the base of the bridge. The structure is not on or eligible for the NRHP, as it was identified as “non-historic” in the latest Indiana Historic Bridge Inventory (Appendix D, page 2).

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed? Yes No
 Is a temporary roadway proposed? Yes No

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

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

The MOT plan for this project will close SR 64 to through traffic during construction and utilize a detour. The detour will be approximately 24 miles long and use SR 337 and SR 135 (Appendix B, page 12). It is expected to be in place for approximately 6 to 8 months. Access to all drives will be maintained during all phases of construction. A pedestrian MOT plan is not necessary, as there are no pedestrian facilities within the project area.

The closure and detour will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 50,000 (2024) Right-of-Way: \$ 40,000 (2022)* Construction: \$ 1,223,000.00 (2024**)

Anticipated Start Date of Construction: Winter 2025

*Note: All right-of-way acquisition will be accomplished using state funds.

**The construction funding for this project was originally programmed for FY 2024, but is being moved to FY 2026 with an upcoming STIP amendment. This section will be updated accordingly once an amendment is approved.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.18	0
Commercial	0	0
Agricultural	0.88	0
Forest	0.17	0
Wetlands	0	0
Other:	0	0
TOTAL	1.23	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.

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The apparent existing right-of-way on SR 64 is approximately 15 feet on either side of the centerline of SR 64. The project will require the acquisition of approximately 1.23 acre of new permanent right-of-way, with 0.79 acre from agricultural and residential land on the north side of SR 64 and 0.44 acre from residential, forested, and agricultural land south of SR 64. The permanent right-of-way will be purchased using state funds, and the purchase will comply with the Uniform Act. No temporary right-of-way will be required.

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 April 19, 2021, and on March 6, 19, 21, and 24, 2024 (Appendix C, pages 1-3). Minor right-of-way changes were coordinated with IDNR-DFW, IDEM, and USFWS in an email from INDOT dated March 7, 2024, transmitting additional information regarding karst features (Appendix C, page 49).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Indiana Department of Natural Resources (IDNR-DFW)	April 19, 2021	May 18, 2021	Appendix C, pages 4-6
United States Fish and Wildlife Service (USFWS)	April 19, 2021	May 10, 2021	Appendix C, pages 7-8
Indiana Geological and Water Survey (IGWS)	March 6, 2024 (via webform)	March 6, 2024 (via webform)	Appendix C, pages 9-10
Natural Resources Conservation Services (NRCS)	April 19, 2021; March 21, 2024	April 28, 2021; March 27, 2024	Appendix C, pages 11-12
FHWA	April 19, 2021	No response received	N/A
National Park Services (NPS)	April 19, 2021	No response received	N/A
US Department of Housing and Urban Development	April 19, 2021	No response received	N/A
INDOT Seymour District Environmental Section Manager	April 19, 2021	No response received	N/A
INDOT Project Manager	April 19, 2021	No response received	N/A
US Army Corps of Engineers, Louisville District	April 19, 2021	No response received	N/A
Harrison County Highway Department	April 19, 2021	April 19, 2021	Appendix C, page 13
Harrison County Planning	March 19, 2024	No response received	N/A
Harrison County Emergency Management	April 19, 2021	No response received	N/A
Harrison County Surveyor	April 19, 2021	No response received	N/A
Harrison County Sheriff	April 19, 2021	No response received	N/A
Harrison County Commissioners	April 19, 2021	No response received	N/A
North Harrison Community School Corporation	April 19, 2021	No response received	N/A

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

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SECTION B – ECOLOGICAL RESOURCES:

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Other Jurisdictional Features			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			
Total stream(s) in project area: <u>N/A</u> Linear feet		Total impacted stream(s): <u>N/A</u> 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)
N/A	N/A	N/A	N/A	N/A

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

Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report, there are four streams, rivers, watercourses, or other jurisdictional features within the 0.5 mile search radius. There is one stream mapped within the project area. That number was updated to zero during the site visits on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB. While there is a swale within the project area due to overflow during major flood or rain events, which necessitates a bridge crossing on SR 64, the area is dry during most of the year and did not exhibit evidence of any stream flow during the investigation.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on January 13, 2023. Please refer to Appendix F, pages 1-7 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no likely jurisdictional streams are present within the project area. The USACE makes all final determinations regarding jurisdiction.

Although a UNT of Blue River is mapped within the project area as both a riverine National Wetland Inventory (NWI) feature and an intermittent blue line stream on the USGS topographic map, there was no water flowing and no ordinary high-water mark (OHWM) characteristics observed during the field investigation. During normal conditions, the area adjacent to the bridge drains to an existing vertical pipe under the bridge into a karst feature. However, it is likely that there is still flow conveyed beneath this bridge during large rainfall events, such a 100-year event.

There are no features on the list of Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways present in the project area.

Early Coordination

IDNR-DFW responded on May 18, 2021, with recommendations pertaining to using bridges rather than culverts, minimizing the use of riprap for bank stabilization, minimizing in-channel disturbance, not working in the waterway from April 1 – June 30, not excavating in the low flow area, not constructing temporary runarounds, using 6-inch grade riprap, and erosion and sediment control measures (Appendix C, pages 4-6).

USFWS responded on May 10, 2021, with recommendations to restrict below low-water work, avoid work in the inundated channel of streams during fish spawning season, minimize the extent of riprap, and to utilize erosion and sediment control measures (Appendix C, pages 7-8).

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

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Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Based on the desktop review, the aerial map of the project area, and the RFI report, there are seven open water features within the 0.5 mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visits on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on January 13, 2023. Please refer to Appendix F, pages 1-7 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no likely jurisdictional open water features are present within the project area. The USACE makes all final determinations regarding jurisdiction.

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

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

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
	Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	

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.

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

Based on the desktop review, the aerial map of the project area, and the RFI report, there are five wetlands within the 0.5 mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visits on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on January 13, 2023. Please refer to Appendix F, pages 1-7 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no likely jurisdictional wetlands are present within the project area. The USACE makes all final determinations regarding jurisdiction.

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

Total terrestrial habitat in project area: 1.18 Acre(s) Total tree clearing: 0.17 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 July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is grassy roadside habitat and some tree cover within the project area. Dominant vegetation within the project area consists of tall fescue (*Schedonorus arundinacea*), black cherry (*Prunus serotina*), American sycamore (*Plantanus occidentalis*), and eastern cottonwood (*Populous deltoides*).

The project will require a total of approximately 1.18 acres of habitat disturbance for construction access, structure replacement, and the placement of riprap. Of the 1.18 acres of habitat disturbance, 0.17 acre is tree clearing. Terrestrial habitat impacts have been minimized to the extent possible to complete the proposed scope of work. Mitigation for terrestrial habitat impacts is not anticipated. All disturbed areas will be reseeded according to the current INDOT standard specifications.

Early Coordination

IDNR-DFW responded to early coordination on May 18, 2021, with recommendations regarding habitat mitigation, revegetation of bare and disturbed areas, and clearing restriction for any trees suitable for the Indiana bat or northern long-eared bat roosting during the active season (Appendix C, pages 4-6).

USFWS responded on May 10, 2021, with recommendations to restrict tree clearing to the construction boundaries and to evaluate wildlife crossings (Appendix C, pages 7-8)

Protected Species

Federally Listed Bats

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

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

Determination Received for Listed Bats from USFWS: NE NLAA LAA

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Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

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

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

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

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

Based on a desktop review and the RFI report (Appendix E, pages 1-9), completed by HNTB on August 26, 2021, the IDNR Harrison County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated May 18, 2021 (Appendix C, pages 4-6), the Natural Heritage Program’s Database has been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on January 12, 2021. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area; however, the project is located in the 10-mile Indiana bat hibernacula buffer and critical habitat. Tree clearing dates for projects located within the hibernacula buffer are from November 15 to March 30 (instead of the standard October 1 to March 30) to allow for the conclusion of fall swarming around the hibernacula.

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 14-26). 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 northern long-eared bat.

The official species list generated from IPaC indicated four other species that may be present within the project area. The tricolored bat (*Perimyotis subflavus*) is listed as “Proposed Endangered,” the whooping crane (*Grus americana*) is listed as “Experimental Population, Non-Essential,” and the monarch butterfly (*Danaus plexippus*) is listed as “Candidate.” There are no statutory protections for the tricolored bat, the whooping crane, or the monarch butterfly, therefore no additional coordination for these species is required at this time.

The gray bat (*Myotis grisescens*) is listed as “Endangered.” The gray bat is not covered under the Range-wide Programmatic Informal Consultation, and this project is not consistent with the USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana (2013) because it will affect a surface karst feature. A standard coordination letter was prepared and submitted for INDOT review. INDOT reviewed the standard coordination letter and submitted to USFWS for review on February 26, 2024. On March 26, 2024, USFWS concurred with the “may affect – not likely to adversely affect” finding for the gray bat (Appendix C, pages 47-48).

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on October 4, 2022, and no evidence of bats or birds were observed on the bridge (Appendix C, page 42). An effect determination key was completed on February 23, 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 27-41). INDOT reviewed and verified the effect finding on February 23, 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) pertaining to tree removal; temporary and permanent lighting; operator, employee, and contractor awareness of environmental commitments and AMMs; using BMPs to avoid impacts to possible hibernacula and karst features; and commitments are included as firm commitments in the *Environmental Commitments* section of this document.

A bridge inspection occurred on October 4, 2022, and no evidence of bats or birds were observed on the bridge (Appendix C, page 42). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after October 4, 2024, an

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inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

Geological and Mineral Resources

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
X	
X	
	X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): January 18, 2024

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

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 3), the RFI report (Appendix E, pages 1-9), and the Waters of the U.S. Report (Appendix F, pages 1-7), there are karst features identified within or adjacent to the project area. There are two cave entrance density polygons, one sinkhole area, and one sinking stream basin mapped within 0.5 mile of the project area. The sinkhole area is located within the project area. An additional karst evaluation was required.

A karst field survey was conducted on December 21, 2021, by Hydrogeology, Inc. There is a large sinking stream basin in the area, SS-1, and based on historic dye traces it may be part of the drainage area for Harrison Spring. A total of seven sinkhole features associated with SS-1 were observed during the field investigation, as well as one swallet. Two of these features are located within the construction limits of this project: Sinkhole 5 (SH-5) and Swallet 1 (SW-1). Impacts to both features are likely to occur as a result of this project. Due to the location of these features, impact avoidance is not feasible. Proposed mitigation measures and best management practices (BMPs) regarding these karst features are as follows:

- SH-5: A karst expert will be present during any excavation work near SH-5. Natural drainage will be allowed to continue to flow into SH-5. If necessary, an offset structure will be used to perpetuate flow into the sinkhole.
- SW-1: A karst expert will be present during any excavation work near SW-1. This swallet appears to drain water from both sides of SR 64. Allowing SW-1 to continue functioning as a drain is likely a better alternative than attempting to divert drainage from the swallet. An improved vertical drainage structure with filtration will replace the existing pipe, as it is blocked with sediment. The new drainage structure for SW-1 will be sized appropriately based on drainage calculations.
- During construction and until re-vegetation has occurred, erosion and sediment control measures will be in place within the construction limits to protect SH-5 and SW-1.
- To help reduce the amount of stormwater contaminants entering SH-5 and SW-1, permanent stormwater Post-Construction Stormwater Measures (PCSMs) will be constructed on the south side of the road. Dry turf grass swale will be installed near the residence and dry native grass swale will be installed near the existing pasture and wooded area. The swales are included on the south side of the road because that is where the widening will occur. (Appendix I, pages 17-24)
- BMPs and erosion and sediment control measures will be implemented to avoid impacts to the karst features in the area that are outside the construction limits.
- If unknown karst features are discovered during construction, all work within 100 ft of the feature shall stop and the Engineer shall be notified immediately. Karst features include, but are not limited to voids, caves, sinking streams, and sinkholes. INDOT will provide the treatment measures to be incorporated for the feature. The karst feature shall be

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protected from sedimentation runoff. Work shall not resume in the area until directed by the Engineer.

The karst report was approved on January 18, 2024 (Appendix I, page 10-15). INDOT added a note to the report and confirmed no additional karst survey was needed due to small right-of-way changes on March 6, 2024. INDOT sent the report to the IDNR-DFW, the USFWS, and IDEM on March 7, 2024 for their information (Appendix C, page 49). No responses were received.

Construction limits have been reduced to the extent required to complete the structure replacement work.

In the early coordination response dated March 6, 2024, the Indiana Geological and Water Survey (IGWS) did indicate that karst features may exist in the project area (Appendix C, page 9-10). There is also a low potential for bedrock resources. Response from IGWS was communicated to the designer on April 24, 2024.

All applicable mitigation measures and BMPs are included as firm project commitments in the *Environmental Commitments* section of this document.

SECTION C – OTHER RESOURCES

Drinking Water Resources

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

Presence

X

Impacts

Yes	No

Is the project located in the St. Joseph Sole Source Aquifer (SSA):
If Yes, is the FHWA/EPA SSA MOU Applicable?
If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

Sole Source Aquifer

The project is located in Harrison 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.

Wellhead Protection Area and Source Water Area

IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 24, 2024, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. Therefore, no impacts are expected.

Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 6, 2024, by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of IDEM's Municipal Storm Sewer System (MS4) Boundaries Map for Indiana (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>), by HNTB on April 24, 2024, this project is not located in

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an Urban Area Boundary (UAB). Therefore, no impacts are expected.

Public Water System

Based on a desktop review, site investigations on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB, the aerial map of the project area (Appendix B, page 2), and utility coordination, there is a public water system, Ramsey Water, located within the project area. A water line passes through the construction limits of the project on the north side of SR 64. It is possible that this water line will need to be relocated, unless it can be determined that the pipe is substantially below the existing ground. Coordination with Ramsey Water is ongoing.

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

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

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 HNTB on March 19, 2024, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 6). An early coordination letter was sent on March 19, 2024, to the local floodplain administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 4 per the current INDOT CE Manual, which states that projects in this category involve replacement of existing drainage structures on essentially the same alignment.

Category 4 – No homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

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

Total Points (from Section VII of CPA-106/AD-1006*) 155
**If 160 or greater, see CE Manual for guidance.*

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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 July 23, 2020; October 26, 2020; and October 4, 2022 by HNTB, and the aerial map of the project area (Appendix B, page 2), the project will convert 0.40 of prime farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on April 19, 2021, to the Natural Resources Conservation Service (NRCS). However, project development was temporarily halted, and no AD 1006 form was completed at the time. A re-coordination letter was sent on March 21, 2024.

Coordination with NRCS resulted in a score of 155 on the AD 1006 form (Appendix C, pages 11-12). Although the table in the *Right-of-Way* section of this document states that the approximate acreage of permanent ROW anticipated to be acquired from agricultural land is 0.88, this is calculated based on apparent land cover type rather than by taking soil type into account; thus, some land that has an apparent agricultural use may not be considered prime farmland by the NRCS standards. 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

Minor Projects PA	Category(ies) and Type(s) <u>A-9 and B-12</u>	INDOT Approval Date(s) <u>April 2, 2024</u>	N/A <input type="checkbox"/>
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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	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	X	N/A
Archaeological Phase Ia Survey Report	X	N/A
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

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

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

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On April 2, 2024, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Type A-9, and Category B, Type B-12 (Appendix D, page 1-4). This

Category A, Type 9 includes installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

Category B, Type 12 includes replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects. The bridge must not be historic, work cannot occur adjacent to or within a NRHP-listed or eligible resource, and no NRHP-listed or eligible archaeology sites are within the project area.

On November 17, 2020, a CRA qualified professional archaeologist conducted an Archaeological Records Check and assessment, and found that there are no previously recorded archaeological resources within the survey area. A field assessment was conducted on November 19, 2020. The Phase Ia reconnaissance located no archaeological resources. No further assessment of the survey area is recommended. A Phase Ia Archaeology Survey Short Report was completed and submitted to DHPA for record on December 4, 2020 (Appendix D, pages 5-6). Since this project qualifies for the MPPA, no review of the Phase Ia Archaeology Survey was required.

Due to changes in right-of-way requirements, an addendum to the Phase Ia Archaeological Reconnaissance Report for the additional proposed right-of-way was required. On September 5, 2023, a CRA qualified professional archaeologist conducted an Archaeological Records Check and Assessment, and found that there are no previously recorded archaeological resources located within the additional survey area. A field assessment was conducted on September 6, 2023. The Phase Ia reconnaissance located no archaeological resources. No further assessment of the added survey area is recommended. The addendum report was completed and submitted to DHPA for record on April 2, 2024 (Appendix D, pages 7-8).

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

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

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

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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, page 2), and the RFI report (Appendix E, pages 1-9) there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research and the site visits on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB, 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

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 15 grants in Harrison County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?
 Is the project located in an MPO Area?
 Is the project in an air quality non-attainment or maintenance area?

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

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)?

Rural Projects List Page 106-107 (Appendix H, pages 1-2)

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

N/A

N/A

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1-2). Although there are no right-of-way funds programmed in the 2024-2028 STIP for this project, the permanent right-of-way will be purchased using state funds. The purchase will comply with the Uniform Act.

This project is located in Harrison County, which is currently in attainment for all criteria pollutants according to the US Environmental Protection Agency (EPA) Greenbook (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?

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 INDOT Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

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SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

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

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.

According to the Indiana festivals website, (<https://indianafestivals.org/>), there are 10 regularly scheduled festivals in Harrison County. Most of these festivals are located in the town of Corydon, which is over 10 miles south of the project area. The project will not result in any changes to land use, development, or community cohesion. The MOT plan may result in minor delays during project construction, but all delays will cease upon project completion.

Harrison County has an approved Americans with Disabilities Act (ADA) transition plan. There are no pedestrian facilities located on this portion of SR 64; therefore, the ADA transition plan is not applicable to this project.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-9), there no public facilities within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visits on July 23, 2020; October 26, 2020; and October 4, 2022, by HNTB. Therefore, no impacts are expected.

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

Environmental Justice (EJ) (Presidential EO 12898)

- During the development of the project were EJ issues identified?
- Does the project require an EJ analysis?
- If YES, then:

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

- Are any EJ populations located within the project area?
- Will the project result in adversely high and disproportionate impacts to EJ populations?

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionate 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

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project that has two or more relocations or 0.5 acre or more of additional permanent right-of-way. The project will require approximately 1.23 acres of additional permanent right-of-way. No relocations will be required for this project. An EJ analysis was completed due to the amount of right-of-way acquisition associated with this project.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population, in order to determine if populations of EJ concern exist and whether there could be disproportionate and adverse impacts to them. The reference population is typically a county, city, or town and is called the community of comparison (COC). The community that overlaps the project area is called the affected community (AC). The AC must be contained within the COC.

This project is located in Census Block Group 1 of Census Tract 601. Therefore, Block Group 1 is the AC, and Tract 601 is the COC (Appendix I, page 27). This census tract was determined to be an appropriate COC because it reflects the generally rural, agricultural characteristics of this area.

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 that of the COC. Data was obtained from the US Census Bureau Website <https://data.census.gov> on March 5, 2024, by HNTB. The data collected for low-income and minority populations within the ACs are summarized in the table below (Appendix I, pages 28-29).

Table: Minority and Low-Income Data (2018-2022 American Community Survey 5-Year Estimates)		
	COC – Census Tract 601	AC – Block Group 1 of Census Tract 601
Percent Minority	5.2%	8.9%
125% of COC	6.5%	AC > 125% COC
EJ Population of Concern	Yes	
Percent Low-Income	8.0%	3.3%
125% of COC	10.0%	AC < 125% COC
EJ Population of Concern	No	

Block Group 1 of Census Tract 601 has a percent minority 8.9%, which is below 50% but is greater than the 125% COC threshold (6.5%). Therefore, Block Group 1 of Census Tract 601 contains a minority population of EJ concern.

Block Group 1 of Census Tract 601 has a percent low-income of 3.3%, which is below 50% and below the 125% COC threshold (10.0%). Therefore, Block Group 1 of Census Tract 601 does not contain a low-income population of EJ concern.

This project will acquire right-of-way from agricultural and residential parcels adjacent to the north and south of SR 64 within the project area. There are no potential relocations related to this project. Potential burdens related to this project include right-of-way acquisition within an AC that has a minority population of EJ concern, and temporary travel inconveniences due to the detour. The detour route will be approximately 24 miles long and will utilize SR 64, SR 337, and SR 135. Access to residences and business will be maintained. Access to residences and business will be maintained. Local residents will be able to avoid the project area by traveling on SR 64, Wetzel Drive, and SR 337 for approximately 0.8 mile.

Approximately 1.23 acres of permanent right-of-way will be necessary for the bridge replacement project. All right-of-way is in Block Group 1 of Census Tract 601, which has a minority population of EJ concern. It is not possible to completely avoid right-of-way acquisition and still address the needs of the project, because the bridge replacement cannot be accomplished within the existing right-of-way.

During construction, temporary travel inconveniences will similarly impact both populations with EJ concerns and populations without EJ concerns. These impacts will cease with completion of the project. The temporary impacts associated with construction activities will be minimized by following INDOT’s Standard Specifications.

This project will benefit all users of SR 64, including populations with and without EJ concerns, by improving the condition of the structure carrying SR 64 over UNT of Blue River in this location. If no action is taken, the structure will continue to deteriorate and could result in future road closures.

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Overall, while this project has the potential to place temporary burdens on the community, the positive impacts of the project will benefit populations of EJ concern. Therefore, the identified populations of EJ concern are not expected to experience a disproportionate and adverse impact from the project. The draft EJ analysis was submitted to INDOT ESD for review on March 28, 2024. On April 18, 2024, INDOT ESD determined that the impacts associated with this project would 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 26).

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

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

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

Date RFI concurrence by INDOT SAM (if applicable): September 1, 2021

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

Based on a review of GIS and available public records, the RFI was completed on August 26, 2021, by HNTB and INDOT SAM provided their concurrence on September 1, 2021 (Appendix E, pages 1-9). One underground storage tank (UST) and one leaking underground storage tank (LUST) 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.

On November 21, 2022, INDOT SAM responded to coordination regarding a change in the project area (Appendix E, pages 10-11). Due to the project area change, the UST, Highway 64 Fuel Center Fuel Mart (AI ID # 51157, 4995 SR 64 Northwest), is now located adjacent to the project area, in the southeastern quadrant of the intersection of SR 64 and SR 337. Due to compliance issues associated with testing and fluid within the spill buckets, INDOT SAM recommended that if excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. This has been included as a firm commitment in the *Environmental Commitments* section of this CE document.

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Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

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

IN Department of Environmental Management (401/Rule 5)

- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Individual Permit (IP)
- Isolated Wetlands
- Rule 5
- 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."

Due to the lack of jurisdictional wetlands and streams, no waterway permits are required for this project. No Construction Stormwater General Permit (CSGP) will be required because the soil disturbance will be less than the 1-acre threshold.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)

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3. A USFWS Bridge Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 4, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT)
4. 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)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Hibernacula AMM 1: For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography. (USFWS)
7. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
8. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS & IDNR-DFW)
9. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
10. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
11. If a potential karst feature is discovered during construction, all work within 100 ft of the feature shall immediately stop and the Engineer shall be notified. The Engineer will suspend all work in this area in accordance with 104.02(b). The Engineer will notify the Department's Geotechnical Engineering Division and the Ecology and Waterway Permitting Group. The Department will provide the treatment measures to address the karst feature. The karst feature shall be protected from sedimentation runoff in accordance with 205. Work shall not resume in the area until directed by the Engineer. (INDOT EWPO)
12. Sinkhole 5 (SH-5): A karst expert will be present during any excavation work near SH-5. Natural drainage should be allowed to continue to flow into SH-5. If necessary, an offset structure will be used to perpetuate flow into the sinkhole. (INDOT EWPO)
13. Swallet 1 (SW-1): A karst expert will be present during any excavation work near SW-1. This swallet appears to drain water from both sides of SR 64. Allowing SW-1 to continue functioning as a drain is likely a better alternative than attempting to divert drainage from the swallet. An improved vertical drainage structure with filtration should replace the existing pipe as it is blocked with sediment. The new drainage structure for SW-1 should be sized appropriately based on drainage calculations. (INDOT EWPO)
14. During construction and until re-vegetation has occurred, erosion and sediment control measures should be in place within the construction limits to protect SH-5 and SW-1. (INDOT EWPO)
15. To help reduce the amount of stormwater contaminants entering SH-5 and SW-1, permanent stormwater Post-Construction Stormwater Measures (PCSMs) will be constructed on the south side of the road. Dry turf grass swale will be installed near the residence and dry native grass swale will be installed near the existing pasture and wooded area. The swales are included on the south side of the road because that is where the widening will occur. (INDOT EWPO)

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16. BMPs and erosion and sediment control measures will be implemented to avoid impacts to the karst features in the area that are outside the construction limits. (INDOT EWPO)
17. Highway 64 Fuel Center Food Mart (AID# 51157, 4995 SR 64 Northwest, Depauw, IN 47115), is located adjacent to the project area, in the southeastern quadrant of the intersection of SR 64 and SR 337. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

For Further Consideration:

1. Bridges are recommended rather than culverts, and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR DFW)
2. Limit the use of riprap on the channel banks to toe protection extending up to the OHWM; from the OHWM to the top of the banks, heavy duty erosion control blankets or turf reinforcement mats or a similar bioengineering method should be used. Erosion control blankets, turf reinforcement mats and other similar materials should be seeded with native plants to allow a natural, vegetated stream bank to develop. Do not place riprap in the bed of the channel (unless sumped across the bed to avoid creating a fish passage obstruction) and use alternative erosion protection materials whenever possible. (IDNR DFW)
3. Impacts to non-wetland forest of one acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. The mitigation site should be located in the floodway, downstream of the one square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat. (IDNR DFW)
4. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
7. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR DFW)
8. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
9. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
10. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
11. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)

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12. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)

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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 Impacts³	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 Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	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	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • 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.

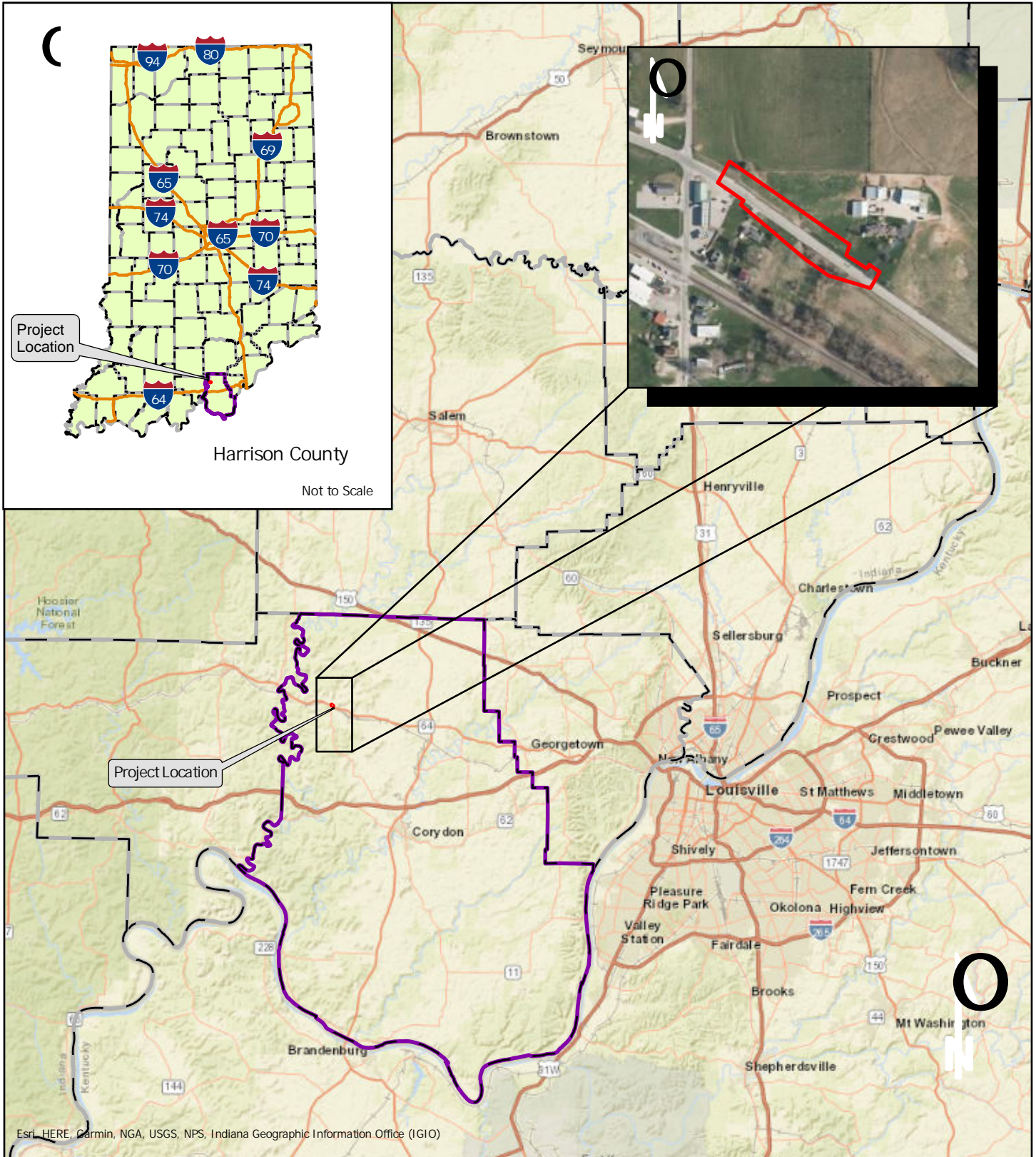
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

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.

APPENDIX B: GRAPHICS



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




<ul style="list-style-type: none"> Project Area Harrison County County Boundaries 	<p>Project Location Map SR 64 Bridge Replacement Project Harrison County, Indiana</p>	
<p>0 4.5 9  Miles</p>	<p>Des. No. 1900066</p> <hr/> <p>1 inch = 9 miles</p>	 <p>Graphics created by HNTB Corporation (2023)</p>

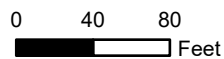
Blue River Twp.

Section 17
T 2 S, R 3 E



Section 20
T 2 S, R 3 E

-  Project Area
-  PLSS Section Line
-  Proposed Permanent ROW



Project Aerial Map

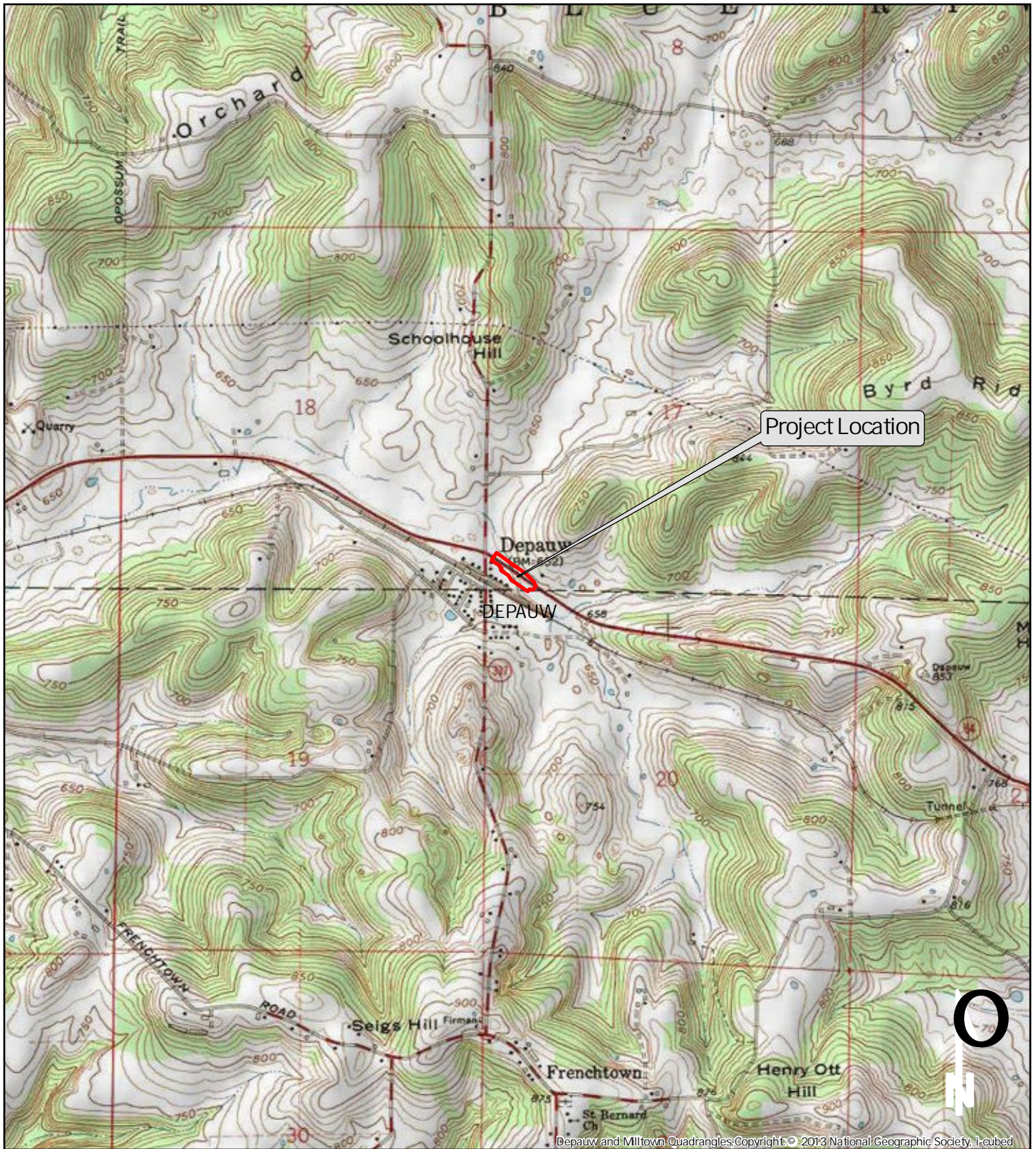
SR 64, 0.11 Mile East of SR 337
Bridge Replacement Project
Harrison County, Indiana

Des. No. 1900066


1 inch = 100 ft




Graphics created by HNTB Corporation (2024)



Depauw and Milltown Quadrangles, Copyright © 2013 National Geographic Society, I-cubed

 Project Area

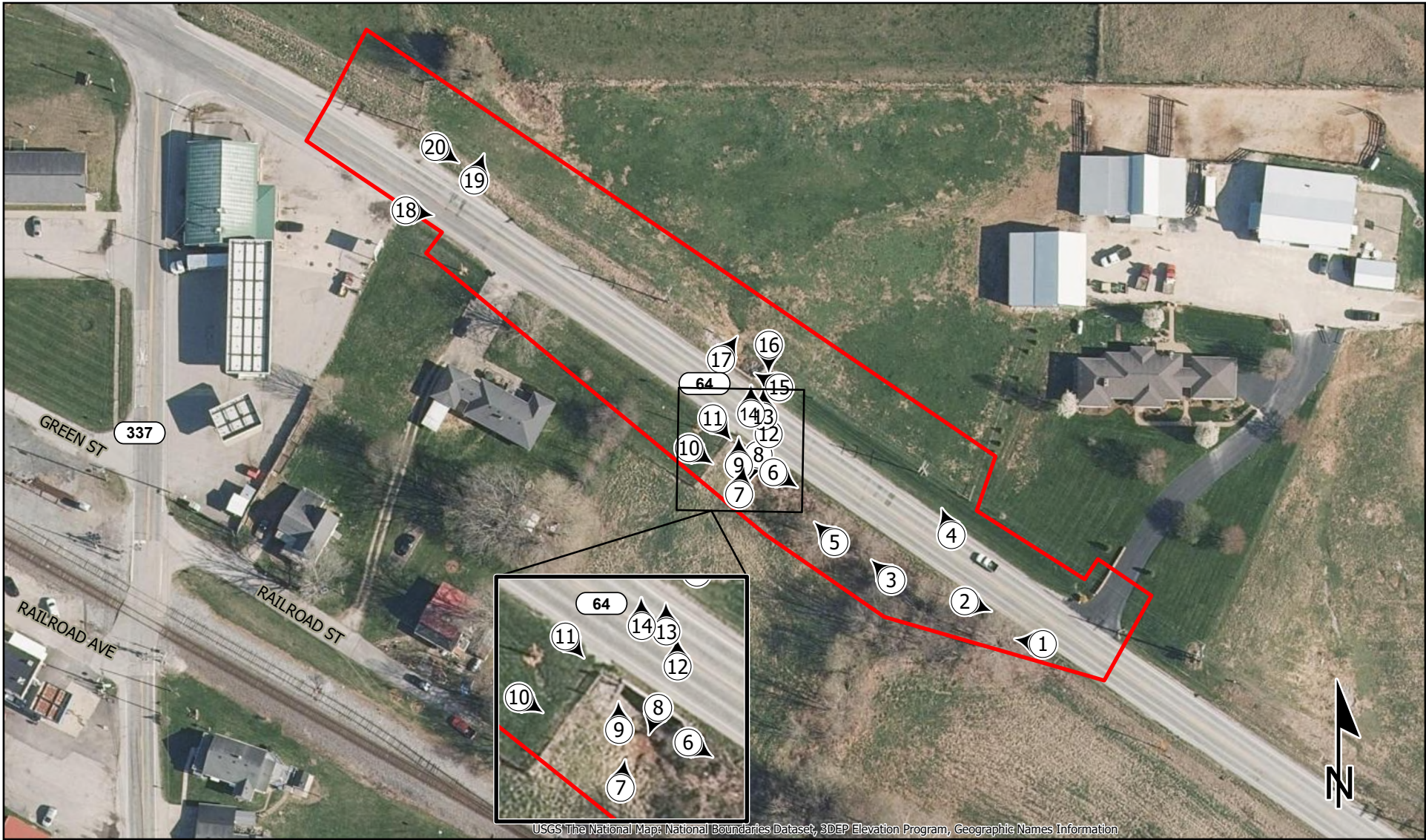
0 1,000 2,000
 Feet

USGS (1:24,000 scale) Topographic Map
 SR 64, 0.11 Mile East of SR 337
 Bridge Replacement Project
 Harrison County, Indiana

Des. No. 1900066

1 inch = 2,000 ft

HNTB
 Graphics created by HNTB Corporation (2024)



<p> Project Area</p> <p> Photo Location</p>	<p>Photo Location Map SR 64 Bridge Replacement Project Harrison County, Indiana</p>	
<p>0 100 Feet</p>	<p>Des. No. 1900066</p>	<p>HNTB Graphics created by HNTB Corporation (2024)</p>
<p>1 inch = 100 feet</p>		



1. Looking northwest along roadside



2. Looking southeast upslope to culvert outlet



3. Looking northwest up roadside ditch



4. Facing northwest on north side of SR 64



5. Looking northwest within SR 64 roadside



6. Looking southeast from base of roadside slope at SR 64 bridge



7. Looking north to underside of SR 64 bridge



8. Looking southwest from SR 64 bridge



9. Looking north to bridge carrying SR 64



10. Facing small structure on south side of SR 64



11. Looking east from SR 64 roadside toward small structure

Des. No. 1900066



12. Looking north to space beneath bridge carrying SR 64



13. Looking north to Swallet 1, beneath bridge carrying SR 64



14. Looking north to Swallet 1 with grate removed, beneath bridge carrying SR 64



15. Looking west to SR 64 bridge



16. Looking south beneath SR 64 bridge