

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

Road No./County:	Interstate (I) 74 / United States Highway (US) 231 / Montgomery County
Designation Number(s):	2300695
Project Description/Termini:	I-74 access control project located along US 231 at the I-74 and US 231 interchange. The project limits extend along US 231 from approximately 0.09 mile north to 0.32 mile north of the I-74 westbound ramp, for a total length of 0.23 mile.

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

<i>BNE</i> 11/12/2025 _____ INDOT DE Initials and Date	_____ 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:

R.asadpour 11/12/2025

Name and Organization of CE/EA Preparer:

Cameron Fraser / Clark Dietz, Inc.

Indiana Department of Transportation

County Montgomery

Route I-74 / US 231

Des. No. 2300695

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.**

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

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

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

Notice of Entry letters were not mailed to adjacent property owners because the environmental related field work occurred within the existing Indiana Department of Transportation (INDOT) right-of-way.

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: Crawfordsville

Local Name of the Facility: I-74 at US 231 interchange

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 the project is due to the lack of controlled access along US 231 near the I-74 interchange. Future development along US 231 near the interchange could lead to traffic congestion and serviceability concerns. As this area continues to grow, both in terms of commercial and residential development, increased traffic volumes are anticipated. Without proactive measures, this growth will place significant strain on the existing transportation infrastructure. Unregulated access points, combined with rising vehicular demand, are likely to result in increased traffic congestion, higher potential for traffic incidents, and reduced operational efficiency along this key corridor. Additionally, the current configuration may not be sufficient to accommodate long-term regional growth,

This is page 2 of 21 Project name: I-74 Access Control at US 231 Date: November 4, 2025

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leading to decreased mobility and accessibility for local and through traffic.

Purpose

The primary purpose of the project is to enhance the long-term functionality, safety, and serviceability of US 231 at and around the I-74 interchange. By implementing controlled access and potential roadway improvements, the project aims to support the anticipated growth in traffic demand while minimizing congestion and maintaining a high level of service. These improvements will also ensure continued efficient access to and from I-74, protect the safety of all road users, and support planned development in the surrounding area in a sustainable and well-managed manner.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Montgomery

Municipality: Crawfordsville

Limits of Proposed Work: The project is located along US 231, at the I-74 interchange. The project extends along US 231 from approximately 0.09 mile north to 0.32 mile north of the I-74 westbound ramp. The project extends from approximately 100 feet to 120 feet east and west of the centerline of US 231.

Total Work Length: 0.23 Mile(s)

Total Work Area: 2.66 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

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

Yes ¹	No
	X
Date:	

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.

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.

The INDOT Crawfordsville District and the Federal Highway Administration (FHWA) intend to proceed with an access control project along US 231 at the I-74 interchange.

Location

The project is located on US 231, at the I-74 interchange in Montgomery County, Indiana. The project is within Union Civil Township, Sections 17, 18, 19, and 20 of Township 19 North, and Range 4 West of the Crawfordsville U.S. Geological Survey (USGS) Quadrangle.

Existing Conditions

This section of US 231 is classified as a Principal Arterial. Within the project area, US 231 consists of four 12-foot-wide lanes (two northbound and two southbound) with 10-foot-wide outside shoulders and 8-foot-wide inside shoulders. The northbound and southbound lanes are separated by a concrete barrier. At the north end of the project area, the four lanes merge into two 12-foot-wide lanes (one northbound and one southbound) with 10-foot-wide outside shoulders. The inside shoulders phase out where the concrete barrier ends at the northern end of the project area.

Four drainage structures are located within the project area. At the northern project terminus, a 7-foot-wide by 172-foot-long steel pipe (CV 231-054-181.26) conveys the regulated Benjamin Crabbs Drain under US 231. The three remaining drainage structures do not have assigned structure numbers and are located as follows: a 36-inch-wide by 140-foot-long corrugated metal pipe (CMP) under US 231 at the northern project terminus; an 18-inch-wide by 65-foot-long CMP under West County Road (CR) 300 North in the southwest quadrant; and a 30-inch-wide by 75-foot-long pipe under an access drive east of the US 231 and West CR 300 North intersection (Appendix B, pages B-9 to B-13) Refer to the *Bridge and/or Small Structures* section of this CE document for more details.

Adjacent land use consists of commercial properties to the south, a mineral resource extraction site with a large body of water to the west-northwest, a railroad corridor to the east, and agricultural land to the west and east (Appendix B, page B-3 to B-8). The existing state-owned right-of-way within the project area varies from approximately 100 feet to 120 feet from the centerline of US 231.

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Preferred Alternative

The preferred alternative will provide access control along US 231 in the northeast quadrant of the I-74 interchange to ensure that future development of driveways and other access points near the interstate are maintained sufficiently distant from the interchange to avoid congestion, serviceability, and safety concerns. Implementation of access control along US 231 requires the acquisition of approximately 16 acres from adjacent properties north of I-74. The project will install right-of-way fencing along the east and west sides of US 231. The maximum distance for the right-of-way fencing will be approximately 120 feet from the centerline of US 231 (Appendix B, pages B-9 to B-13). Starting at the West CR 300 North and US 231 intersection, approximately 835 feet of right-of-way fencing will be installed along the east side of US 231, and approximately 1,292 feet of right-of-way fencing will be installed along the west side of US 231. The project will re-size the existing gravel access drive located east of the US 231 and West CR 300 North intersection. The width of the gravel access drive will be reduced by removing a portion of it and regrading the slope down to the top of the existing drive pipe. The existing drive pipe and ditch will not be impacted. The gravel access drive will remain open for utility operations following the completion of construction activities.

The land parcel located in the northeast quadrant of the US 231 and I-74 interchange will become landlocked between the INDOT right-of-way and the CSX railroad (Appendix B, page B-3). The State of Indiana will acquire the entire parcel, approximately 16 acres. However, no work is planned for the acquired land, as all activities will be limited to previously disturbed soils within the existing INDOT right-of-way. The acquired parcel will not be utilized for transportation purposes.

The maintenance of traffic (MOT) will involve shoulder closures (Appendix B, page B-12). Refer to the *Maintenance of Traffic (MOT) During Construction* section in this document and the plan sheets for more details.

Impact Summary

The project will result in approximately 0.53 acre of land disturbance and 0.04 acre of tree trimming. The project will require 16 acres of permanent State use right-of-way, which will result in the conversion of approximately 13.8 acres of prime farmland. Excavation to a maximum depth of approximately 2 feet below ground surface will be required.

Every effort to avoid, minimize, and/or mitigate project impacts will be made, including the revegetation of disturbed areas to mitigate impacts to terrestrial habitat, and sediment and erosion control measures to prevent impacts to water resources during construction.

Logical Termini/Independent Utility

The project termini are logical because they provide sufficient space for all construction activities required to install the right-of-way fencing and reduce the driveway size, while also minimizing overall impacts on the surrounding environment. The project demonstrates independent utility because it is a stand-alone project that is not dependent on any other planned projects in the area.

Installing the right-of-way fencing and reducing the size of the driveway, as described above, is expected to limit future development along US 231 near the I-74 interchange and prevent future serviceability concerns. Therefore, the preferred alternative satisfies the purpose and need of the project.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

No Build Alternative

This alternative does not address the lack of controlled access along US 231 near the I-74 interchange. As a result, there would be no additional capital expenses or environmental impacts. If access near the I-74 and US 231 interchange is not limited, there would likely be increased traffic congestion and serviceability concerns at this interchange. This alternative was not considered any further as it would not address the purpose and need of the project (Appendix I, page I-16).

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): It would not correct future serviceability concerns.

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ROADWAY CHARACTER:

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

Name of Roadway	<u>US 231</u>			
Functional Classification:	<u>Principal Arterial</u>			
Current ADT:	<u>14,191</u>	<u>VPD (2021)</u>	Design Year ADT:	<u>15,064</u> <u>VPD (2028)</u>
Design Hour Volume (DHV):	<u>7.7</u>	Truck Percentage (%)	<u>15.6</u>	
Designed Speed (mph):	<u>45</u>	Legal Speed (mph):	<u>45</u>	

	Existing		Proposed	
Number of Lanes:	Four lanes at 12 feet each		Four lanes at 12 feet each	
Type of Lanes:	Divided highway		Divided highway	
Pavement Width:	42 x 2	ft.	42 x 2	ft.
Shoulder Width:	8 inner, 10 outer	ft.	8 inner, 10 outer	ft.
Median Width:	2.5	ft.	2.5	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

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): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		N/A	
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:	N/A	ft.	N/A	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.

While four small structures are located within the project limits, no work will occur on the structures. One small structure is located within the project area. At the northern project terminus, a 7-foot-wide by 172-foot-long steel pipe (CV 231-054-181.26) conveys the regulated Benjamin Crabbs Drain under US 231. Three pipes, none of which have an assigned structure number, are also located within the project area: a 36-inch-wide, 120-foot-long corrugated metal pipe (CMP) under US 231 at the northern project terminus; an 18-inch-wide, 70-foot-long CMP under West CR 300 North in the southwest quadrant; and a 30-inch-wide, 75-foot-long CMP under a driveway east of the US 231 and West CR 300 North intersection (Appendix B, page B-11).

The four drainage structures described above are not historic because they are a common type and do not exhibit historic elements (i.e. wood, stone, or brick). None of the drainage structures will be impacted by this project. No additional drainage structures are located within the project area.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input 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 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 for the project will require shoulder closures and a 10 miles-per-hour (mph) reduction in the posted speed limit (from 45 mph to 35 mph) (Appendix B, page B-12). Access to all properties will be maintained during construction.

The shoulder closures and speed limit reduction 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: \$ 15,700 (2024) Right-of-Way: \$ 859,680 (2026) Construction: \$ 121,677 (2028)

Anticipated Start Date of Construction: January 2029

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential		
Commercial		
Agricultural	13.8	
Forest		
Wetlands		
Other: Minimally maintained utility access	2.2	
Other:		
TOTAL	16.0	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.

Per the project plans, the existing right-of-way width varies between approximately 100 feet to 120 feet west of the US 231 centerline and approximately 100 feet east of the US 231 centerline (Appendix B, page B-11).

Approximately 16 acres of permanent State use right-of-way will be required as a result of this project, all of which involves the land parcel located east of US 231 and north of I-74 (Appendix B, page B-3). The land parcel will become landlocked between the

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existing INDOT right-of-way and the CSX railroad. All construction activities will take place within the existing INDOT right-of-way, with no work extending onto the purchased parcel. Therefore, the acquired parcel will not be utilized for transportation purposes.

If the scope of the 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 October 28, 2024, unless noted otherwise below (Appendix C, pages C-1 to C-3).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Federal Highway Administration (FHWA) - Indiana Division	October 28, 2024	N/A	N/A
INDOT - Crawfordsville District, Project Manager	October 28, 2024	N/A	N/A
INDOT - Crawfordsville District, ESD	October 28, 2024	N/A	N/A
Indiana Geological and Water Survey (IGWS)	October 31, 2024	October 31, 2024	Appendix C, page C-4
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	October 28, 2024	November 22, 2024	Appendix C, pages C-7 and C-8
U.S. Department of Housing & Urban Development (USHUD) - Chicago Regional Office	October 28, 2024	N/A	N/A
Natural Resources Conservation Service (NRCS)	October 28, 2024	November 27, 2024	Appendix C, page C-5 and C-6
U.S. Army Corps of Engineers – Louisville District	October 28, 2024	N/A	N/A
Montgomery County Council	October 28, 2024	N/A	N/A
Montgomery County Commissioners	October 28, 2024	N/A	N/A
Montgomery County Surveyor's Office	October 28, 2024	October 31, 2024	Appendix C, page C-9 and C-10
Montgomery County Highway Department	October 28, 2024	N/A	N/A
Crawfordsville City Council	October 28, 2024	N/A	N/A
Crawfordsville Storm Water Department	October 28, 2024	N/A	N/A
North Montgomery Community School Corporation	October 28, 2024	N/A	N/A
Crawfordsville Mayor's Office	October 28, 2024	N/A	N/A
Heritage Aggregates, LLC	October 30, 2024	N/A	N/A

Additional coordination with the USFWS was conducted through the Information for Planning and Consultation (IPaC) process (Appendix C, pages C-11 to C-35).

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

SECTION B – ECOLOGICAL RESOURCES:

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

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Navigable Waterways

Total stream(s) in project area: 0 Linear feet Total impacted stream(s): 0 Linear feet

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 RFI report (Appendix E, pages E-2 and E-9), there is one potential stream, watercourse, or other jurisdictional feature within the 0.5-mile search radius. There are no streams, rivers, or other jurisdictional features within or adjacent to the project area. That number was confirmed by the site visit on August 7, 2024, by Clark Dietz, Inc. Therefore, no impacts are expected.

Waters of the U.S. Report

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on November 21, 2024. Please refer to Appendix F, pages F-1 to F-61 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no likely jurisdictional features are located within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Three roadside ditches (RSDs) were identified during the site visit. RSD1 runs parallel to northbound US 231, south of the West CR 300 North intersection. RSD2 runs parallel to northbound US 231, north of the West CR 300 North intersection. RSD3 runs parallel to southbound US 231, north of West CR 300 North intersection. The northern section of RSD3 converges with Benjamin Crabbs Drain. None of the RSDs have defined bed and banks or an ordinary high water mark (OHWM) and do not carry relatively permanent or seasonal flow; therefore, none of the RSDs are anticipated to be jurisdictional Waters of the U.S. Work within the RSDs includes construction vehicle access.

Early Coordination

The Montgomery County Surveyor responded on October 31, 2024, stating the project is located in the vicinity of a regulated open ditch, Benjamin Crabbs Drain. The Montgomery County Surveyor also stated that any work within the regulated drain easement, which extends 75 feet from the top of both banks, will need to be approved by the Montgomery County Drainage Board (Appendix C, pages C-9 and C-10). Since work is anticipated to occur within the Benjamin Crabbs Drain easement, the Montgomery County Drainage Board's approval is required for this project.

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

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 (Appendix E, pages E-2 and E-9), there are five potential 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 visit on August 7, 2024, by Clark Dietz, Inc.

Waters of the U.S. Report

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on November 21, 2024. Please refer to Appendix F, pages F-1 to F-61 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no open water features were present within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

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Presence

Impacts

Wetlands

Yes

No

Total wetland area: 0.090 Acre(s) Total wetland area impacted: 0 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 A	PSS	0.004	0	Wetland A is located east of US 231 and south of the W CR 300 N intersection. Wetland A is likely a non-exempt, isolated wetland; therefore, it is likely a Water of the State (Appendix F, pages F-3, F-4, and F-6).
Wetland B	PSS	0.041	0	Wetland B is located east of US 231 and north of the W CR 300 N intersection. Wetland B is likely a non-exempt, isolated wetland; therefore, it is likely a Water of the State (Appendix F, page F-4 and F-6).
Wetland D	PSS	0.044	0	Wetland D is located west of US 231 in the northern terminus of the project area. Wetland D is likely a non-exempt, isolated wetland; therefore, it is likely a Water of the State (Appendix F, page F-5 and F-6).
Wetland E	PEM	0.001	0	Wetland E is located west of US 231 and north of the W CR 300 N intersection. Wetland E is likely a non-exempt, isolated wetland; therefore, it is likely a Water of the State (Appendix F, page F-5 and F-6).

Note: Refer to the narrative below for details on the survey area and its relationship to the project area, including the omission of Wetland C from the table and the differences in wetland extents.

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

Documentation

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

ESD Approval Dates

November 21, 2024
November 21, 2024
November 21, 2024

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

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

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are 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 (Appendix E, pages E-2 and E-9), there are eight wetlands within the 0.5 mile search radius. There is one wetland adjacent to the project area. However, during the site visit on August 7, 2024, by Clark Dietz, Inc. four wetlands were identified within the project area.

Waters of the U.S. Report

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT EWPSO on November 21, 2024. Please refer to Appendix F, pages F-1 to F-61 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that five wetlands are present within the survey area, all of which are likely non-exempt, isolated wetlands. Therefore, all the wetlands are likely Waters of the State.

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Note: The *Waters of the U.S. Determination / Wetland Delineation Report* stated that there are five wetlands within the survey area, including Wetland C. The survey area is used for field activities and is typically larger than the final project area. As a result, Wetland C is not present within the project area and has been omitted. Additionally, the extent of some wetlands within the project area is smaller than within the survey area.

Wetland A is located east of US 231 and south of the West CR 300 North intersection, within RSD1. Wetland A is classified as a palustrine, scrub-shrub (PSS) wetland using the Cowardin Classification System. Approximately 0.004 acre of Wetland A is located within the project area; however, none of Wetland A will be impacted by the project (Appendix F, pages F-3, F-4, F-6, and F-10).

Wetland B is located east of US 231 and north of the West CR 300 North intersection, within RSD2. Wetland B is classified as a PSS wetland using the Cowardin Classification System. Approximately 0.041 acre of Wetland B is located within the project area; however, none of Wetland B will be impacted by the project (Appendix F, page F-4, F-6, and F-10).

Wetland D is located west of US 231 in the northwestern quadrant of the project area, within RSD3 and Benjamin Crabbs Drain. Wetland D is classified as a PSS wetland using the Cowardin Classification System. Approximately 0.044 acre of Wetland D is located within the project area; however, none of Wetland D will be impacted by the project (Appendix F, page F-5, F-6, and F-10).

Wetland E is located west of US 231 and north of the West CR 300 North intersection, within RSD3. Wetland E is classified as a palustrine, emergent (PEM) wetland using the Cowardin Classification System. Approximately 0.001 acre of Wetland E is located within the project area; however, none of Wetland E will be impacted by the project (Appendix F, pages F-5, F-6, and F-10).

Wetlands A, B, D, and E are confined to the roadside ditches along US 231. The right-of-way fence will be placed up the embankment, away from the ditches. Resizing the gravel access drive will involve regrading to the top of the existing drive pipe without extending into the ditch line. Erosion and sediment control measures will be implemented to protect the wetlands. Therefore, no wetland impacts are anticipated for this project.

The location of Wetlands A, B, D, and E will be shown on the final design plans with a call-out box stating "Do Not Disturb" for all wetlands. Additionally, onsite signage stating "Do Not Disturb" for Wetlands A, B, D, and E will be posted.

Since none of the wetlands will be impacted, wetland mitigation and waterway permits will not likely be needed for this project.

Early Coordination

IDNR-DFW responded on November 22, 2024, with recommendations to implement erosion and sediment control measures (Appendix C, pages C-7 and C-8). All applicable agency recommendations are included in the *Environmental Commitments* section of this CE document.

Terrestrial Habitat

Presence

Impacts

Yes

NO

Total terrestrial habitat in project area: 0.53 Acre(s) Total tree clearing: 0.04 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on August 7, 2024, by Clark Dietz, Inc., and the aerial map of the project area (Appendix B, pages B-3 and B-4), terrestrial habitat consisting of maintained roadside grass, shrub habitat, and riparian habitat is present within and adjacent to the project area. The dominant herbaceous species present within the project area are red fescue (*Festuca rubra*), giant ragweed (*Ambrosia trifida*), and Kentucky bluegrass (*Poa pratensis*). The dominant tree species within the project area are eastern red cedar (*Juniperus virginiana*) and sandbar willow (*Salix interior*).

Construction of the project will result in approximately 0.53 acres of land disturbance (0.23 acres of maintained roadside grass and 0.30 acre of shrub habitat). A total of approximately 0.04 acre of tree trimming will occur for the fencing installation in the northwestern project area terminus.

Most of the disturbance to terrestrial habitat will be limited to the area surrounding the driveway resizing. Large-scale vegetation

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clearing is unnecessary for the right-of-way fence installation, as posts are typically driven directly into the ground, minimizing soil disturbance.

Avoidance of terrestrial habitat impacts would not be practicable because it would inhibit construction activities associated with the fencing installation and driveway resizing. However, all disturbed areas will be re-seeded/re-vegetated post construction. Avoidance and Minimization Measures (AMMs) will be implemented for the required tree trimming, including avoiding tree removal where feasible, adhering to time-of-year restrictions or specific conditions, and clearly marking and respecting clearing limits. Mitigation for tree clearing is not anticipated for this project.

Early Coordination

The IDNR-DFW responded on November 22, 2024, with recommendations to revegetate bare and disturbed areas, minimize clearing trees and brush, and seed and protect all disturbed slopes that are not currently protected (Appendix C, pages C-7 and C-8).

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

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

Determination Received for Listed Bats from USFWS: NE NLAA LAA

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 type="checkbox"/>	<input checked="" 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, page E-6), completed by Clark Dietz, Inc. on September 24, 2024, the IDNR Montgomery County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated November 22, 2024, the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity (Appendix C, page C-7). An INDOT 0.5-mile bat review occurred on October 17, 2024, and the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Indiana Bat and Northern Long-Eared Bat

Project information was submitted through the USFWS's IPaC portal, and an official species list was generated (Appendix C, pages C-11 to C-23). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*).

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. An effect determination key was completed on October 30, 2024, and based on the responses provided, the project was found to "May Affect, Not Likely Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, pages C-24 to C-35). INDOT reviewed and verified the effect finding on October 30, 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. AMMs, including lighting restrictions, tree removal, and general guidance, were generated during the completion of the effect determination key (Appendix C, page C-33). AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this CE document.

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The official species list generated from IPaC indicated three other species present within the project area: the experimental population, non-essential whooping crane (*Grus americana*), the proposed endangered salamander mussel (*Simpsonaias ambigua*), and the candidate species monarch butterfly (*Danaus plexippus*). Candidate species (monarch butterfly) and the experimental populations (whooping crane) are not protected, and the salamander mussel does not have formally designated habitat within the project area. The project qualifies for the 2013 USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana. Further coordination with USFWS is not needed.

Note: After the completion of the official species list and IPaC determination key, the Monarch Butterfly's status was updated from a candidate species to a proposed threatened species. There is proposed critical habitat for this species. However, the project area is not within or adjacent to the proposed critical habitat.

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

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

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

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 of the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographic map of the project area (Appendix B, page B-2) and the RFI Report (Appendix E, pages E-2 and E-9), there are no karst features identified within or adjacent to the project area.

Early Coordination

In the early coordination response dated October 31, 2024, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, page C-4). However, the IGWS response indicated that the project is located within an area with a 1% annual chance flood hazard, moderate liquefaction potential, low potential for bedrock resources, and high potential for sand and gravel resources. In addition, the IGWS response indicated that active industrial mineral sites are located nearby. The response from IGWS was communicated with the designer on December 13, 2024. No impacts are expected.

One mineral resource facility, Heritage Aggregates, LLC (also known as US Aggregates), is located adjacent to the project area. A coordination letter was sent to the mineral resource facility on October 30, 2024, informing the facility of the upcoming project (Appendix C, pages C-36 and C-37). No response was received. However, no impacts are expected as the project will not require right-of-way from the facility and access to the property will be maintained.

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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
	X

- 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 Montgomery County which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/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 (WHPA) and Source Water Area (SWA)

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on September 16, 2024, by Clark Dietz, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/>) was accessed on December 11, 2024, by Clark Dietz, Inc. The nearest well is located approximately 0.23 mile from the project area. The well has a static water level of 8 feet below ground surface. Excavation for this project will not exceed 2 feet below ground surface and should not impact groundwater flow or the water table. Therefore, no impacts to wells are expected.

Urban Area Boundary

Based on a desktop review of IDEM Municipal Separate Storm Sewer Systems (MS4) website (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by Clark Dietz, Inc. on December 11, 2024, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on October 28, 2024, to the Crawfordsville Storm Water Department. The MS4 Coordinator did not respond within the 30-day time frame. Impacts are not expected.

Public Water Systems

Based on a desktop review, a site visit on August 7, 2024, by Clark Dietz, Inc., the aerial maps of the project area (Appendix B, pages B-3 and B-4), and coordination with the project designer, no public water systems were identified. Therefore, no impacts are expected.

Floodplains

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

Presence

Impacts

Yes	No

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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.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on September 14, 2024, by Clark Dietz, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-9). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Early Coordination

In their response letter dated November 22, 2024, IDNR-DFW stated that formal approval by IDNR under the regulatory programs administered by the Division of Water is not required for this project (Appendix C, page C-7). Therefore, a Construction in Floodway (CIF) permit is not anticipated.

Farmland	Presence	Impacts	
		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*)	126		

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

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

Based on a desktop review, a site visit on August 7, 2024, by Clark Dietz, Inc., and the aerial maps of the project area (Appendix B, page B-3 and B-4), the project will convert 13.8 acres of farmland as defined by the Farmland Protection Policy Act (FPPA) due to the acquisition of the 16 acre land parcel. An early coordination letter was sent on October 28, 2024, to NRCS. Coordination with NRCS resulted in a score of 126 on the NRCS-CPA-106 Form (Appendix C, pages C-5 and C-6). 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) <input type="text" value="Category A, Types 4 and 7"/>	INDOT Approval Date(s) <input type="text" value="N/A"/>	N/A <input type="text" value=""/>
Full 106 Effect Finding	No Historic Properties Affected <input type="checkbox"/>	No Adverse Effect <input type="checkbox"/>	Adverse Effect <input type="checkbox"/>
Eligible and/or Listed Resources Present	NRHP Building/Site/District(s) <input type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>

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Documentation Prepared (mark all that apply)

- APE, Eligibility and Effect Determination 800.11 Documentation
- Historic Properties Report or Short Report
- Archaeological Records Check and Assessment
- Archaeological Phase Ia Survey Report
- Archaeological Phase Ic Survey Report
- Other:

ESD Approval Date(s)

SHPO Approval Date(s)

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.

Coordination with INDOT CRO was conducted on October 4, 2024, to review potential archaeological considerations and to determine eligibility under Category A of the Minor Projects Programmatic Agreement. INDOT CRO noted that while the 16-acre parcel east of US 231 likely contains undisturbed soils, the proposed construction activities are confined to previously disturbed areas (Appendix D, page D-3). Therefore, no archaeological investigation is required at this time; however, if future project activities on the parcel (after State acquisition) extend into potentially undisturbed soils, a Phase Ia survey will be required. This recommendation is included in the Environmental Commitments section of this CE document. Based on this coordination, Categories A-4 and A-7 of the Minor Projects Programmatic Agreement were determined to be appropriate (Appendix D, pages D-1 to D-2).

Category A, Type 4 covers roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

Category A, Type 7 covers the repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of-way within previously disturbed soils.

No further consultation is required. This completed 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)	<input type="checkbox"/>
"De minimis" Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

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 maps of the project area (Appendix B, page B-3 and B-4), and the RFI report (Appendix E, pages E-2 and E-8), there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research and the site visit on August 7, 2024, by Clark Dietz, 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 12 property listings in Montgomery County (Appendix I, page I-1). None of these property listings 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

- 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?
- 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)?

Yes	No
X	
	X
	X

Location in STIP:

FY 2024-2028, pg. 277

Name of MPO (if applicable):

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Location in TIP (if applicable): _____

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.

STIP

This project is included in the Fiscal Year (FY) 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-1 to H-3).

Attainment Status

This project is located in Montgomery County, which is currently in attainment for all criteria pollutants according to the United States Environmental Protection Agency (EPA) website (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

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

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

The project will comply with local and regional development patterns for the area and is not anticipated to result in substantial

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impacts to community cohesion. The installation of right-of-way fencing along US 231 will not divide existing communities or displace residents or businesses. While right-of-way fencing may limit future direct access along US 231, it is not expected to restrict overall community connectivity, access to existing facilities, or pedestrian movement.

Additionally, the 16-acre parcel east of US 231 that will become landlocked between INDOT right-of-way and the CSX railroad is not used for community activities, business operations, or informal access between areas. The parcel will remain open for utility operations. Therefore, the project is expected to have minimal to no negative impacts on the community or local economy.

Crawfordsville, Indiana, hosts several notable annual events near the project area. Events, such as the Crawfordsville Strawberry Festival, Freedom Festival, Annual Taste of Montgomery County, and Oktoberfest, are held in venues within downtown Crawfordsville. These events and any future fairs/festivals that may be planned are unlikely to be impacted by the project since the roadway will remain open during construction.

Title II of the ADA (28 CFR Section 35.150) mandates that state and local governmental entities must create a Transition Plan specifically for curb ramps or sloped areas at points where walkways intersect curbs. Montgomery County possesses an adopted ADA Transition Plan, dated October 12, 2015 (revised October 2023) (Appendix I, pages I-17 and I-18). The City of Crawfordsville possesses an adopted ADA Transition Plan, dated November 19, 2012 (Appendix I, pages I-19 and I-20). According to the Montgomery County and City of Crawfordsville transition plans, new or reconstruction projects will include sidewalks, drives and ADA ramps in conformance with current design standards outlined in the proposed Public Right-of-Way Accessibility Guidelines (PROWAG). The law states that public entities must provide accessible curb ramps or sloped areas at curb crossings along pedestrian walkways. In cases of new construction or alterations, existing noncompliant sidewalks must be improved to the greatest extent possible. However, Title II of the ADA and PROWAG do not require that sidewalks be made accessible or be provided in areas where they are currently absent. The project is located in a rural area and lacks any existing facilities within the right-of-way (Appendix B, pages B-3 and B-4). Due to its rural nature and the absence of existing ADA facilities such as walkways, sidewalks, and curb ramps, the project is not required to include ADA compliant facilities. Therefore, the project complies with the ADA Transition Plans for Montgomery County and the City of Crawfordsville.

Early coordination was conducted with various government agencies within Montgomery County, and no comments were received regarding any potential community impacts.

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 maps of the project area (Appendix B, page B-3 and B-4), and the RFI report (Appendix E, pages E-2 and E-8), there is one government facility located within 0.5 mile of the project area. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on August 7, 2024, by Clark Diez, Inc. Access to all properties will be maintained during construction.

Utilities are located within the project area. Per the project designer, project plans (Appendix B, pages B-9 to B-13), and the RFI report (Appendix E, pages E-2 and E-8), there are communication utilities and two pipeline segments located within the project area. No utility impacts are anticipated for this project. Utility coordination is ongoing. Additionally, one railroad (Monon Railroad/Chicago, Indianapolis, Louisville Railroad) is located adjacent to the project area. No work will occur within the railroad right-of-way. Therefore, no impacts are expected.

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?
Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

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

Indiana Department of Transportation

County Montgomery Route I-74 / US 231 Des. No. 2300695

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.

Due to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173, EO 12898 has been rescinded and this section is no longer applicable.

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)

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?

Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): September 24, 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 GIS and available public records, the RFI was completed on September 24, 2024, and INDOT SAM provided their concurrence on September 24, 2024 (Appendix E, pages E-1 to E-11). Four underground storage (UST) sites, four leaking underground storage tank (LUST) sites, one institutional control site, and four NPDES facilities are located within 0.5 mile of the project area. One NPDES facility is located within or adjacent to the project area.

The RFI provided one recommendation related to the NPDES facilities identified above. US Aggregates Incorporated Crawfordsville Sand and Gravel, 3607 US Highway 231 North, Permit Number INRA11818, is located adjacent to the project area. A coordination letter was sent to the facility on October 30, 2024, informing the facility of the upcoming project (Appendix C, pages C-36 and C-37). No response was received, and no impacts are expected.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

This is page 19 of 21 Project name: I-74 Access Control at US 231 Date: November 4, 2025

Indiana Department of Transportation

County Montgomery

Route I-74 / US 231

Des. No. 2300695

Permits (mark all that apply)

Likely Required

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>
IN Department of Environmental Management	
(401/Rule 5)	
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>
IN Department of Natural Resources	
Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	
	<input checked="" type="checkbox"/>

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

The project will not result in water resources impacts; therefore, neither a USACE Section 404 Regional General Permit nor an IDEM Section 401 Water Quality Certification will be required.

The total area of land disturbance is approximately 0.53 acre. Because the project will require less than one acre of land disturbance, a Construction Stormwater General Permit (CSGP) Notice of Intent will not be required.

In their early coordination letter, IDNR-DFW stated that formal approval by the DNR under the regulatory programs administered by the Division of Water is not required for this project (Appendix C, page C-7). Therefore, a CIF permit will not be required for this project.

Since work is anticipated to occur within the Benjamin Crabbs Drain easement, the Montgomery County Drainage Board's approval is required for this project. A firm commitment for the designer to coordinate with the drainage board is included in the commitments section.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this CE 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 Crawfordsville District)
 - 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior

Indiana Department of Transportation

County Montgomery

Route I-74 / US 231

Des. No. 2300695

to any construction that would block or limit access. (INDOT ESD)

- 3) The 16-acre parcel east of US 231 includes areas with likely undisturbed soils. Once any project activity on this parcel (after State acquisition) goes into potentially undisturbed soils, there would need to be a Phase Ia survey. (INDOT CRO)
- 4) The location of Wetlands A, B, D, and E will be shown on the final design plans with a call-out box stating "Do Not Disturb" for all wetlands. Additionally, onsite signage stating "Do Not Disturb" for Wetlands A, B, D, and E will be posted. (INDOT ESD)
- 5) Since work is anticipated to occur within the Benjamin Crabbs Drain easement, the Montgomery County Drainage Board's approval is required for this project. The designer will coordinate with the drainage board to obtain any necessary county permits prior letting. (Montgomery County Surveyor's Office)
- 6) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g. temporary work areas, alignments) to avoid tree removal. (USFWS)
- 7) 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 may be conducted with no bats observed. (USFWS & IDNR)
- 8) Tree Removal AMM 3: Ensure tree removal is limited to that specified in the 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)
- 9) 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)
- 10) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 11) 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)

For Further Consideration:

- 12) Avoid removing roadside trees to the greatest extent possible and replacing trees that must be removed. (IDNR-DFW)
- 13) Using right-of-way fencing with 4" to 6" spacing of wires and/or raising the fencing between 6 and 12" above the ground to help small to medium sized wildlife move across the landscape is recommended. (IDNR-DFW)
- 14) Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits. (IDNR-DFW)
- 15) Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (INDR-DFW)

Designation (Des.) Number 2300695

I-74 / US 231 Access Control Project – Montgomery County, Indiana

Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds	A-1
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Appendix B: Graphics

General Location Map	B-1
Topographic Map	B-2
Aerial and Photograph Location Map	B-3
Project Area Photographs	B-5
Preliminary Design Plans	B-9

Appendix C: Early Coordination

Example Early Coordination Letter (<i>graphics omitted</i>)	C-1
Indiana Geological and Water Survey (IGWS)	
Electronic Response	C-4
Natural Resources Conservation Service (NRCS)	
Response Letter	C-5
NRCS-CPA-106 Form	C-6
Indiana Department of Natural Resources (IDNR)	
Division of Fish and Wildlife Response Letter	C-7
Montgomery County Surveyor’s Office	
Response Letter	C-9
U.S. Fish and Wildlife Service (USFWS) Coordination	
Information for Planning and Consultation (IPaC) Species List Letter	C-11
IPaC Concurrence Verification Letter	C-24
Example Resource Specific Early Coordination Letter (<i>graphics omitted</i>)	C-36

Appendix D: Section 106 of the National Historic Preservation Act (NHPA)

Minor Projects Programmatic Agreement (MPPA) Category A Form	D-1
INDOT CRO Section 106 Confirmation Email	D-3

Appendix E: Red Flag Investigation and Hazardous Materials

Red Flag Investigation (<i>some graphics omitted</i>)	E-1
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Appendix F: Water Resources

Waters of the U.S. Determination Report (<i>some graphics omitted</i>)	F-1
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Appendix G: Public involvement (Place Holder)

Appendix H: Air Quality

2024-2028 STIP Approval Letter	H-1
2024-2028 STIP (<i>relevant pages only</i>)	H-3

Appendix I: Additional Studies

National Park Service Land and Water Conservation Fund List	I-1
Culvert Inspection Report	I-2
Engineering Assessment Report (<i>relevant pages only</i>)	I-15
Montgomery County ADA Transition Plan (<i>relevant pages only</i>)	I-17
City of Crawfordsville ADA Transition Plan (<i>relevant pages only</i>)	I-19

Categorical Exclusion

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 <ul style="list-style-type: none"> • 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.

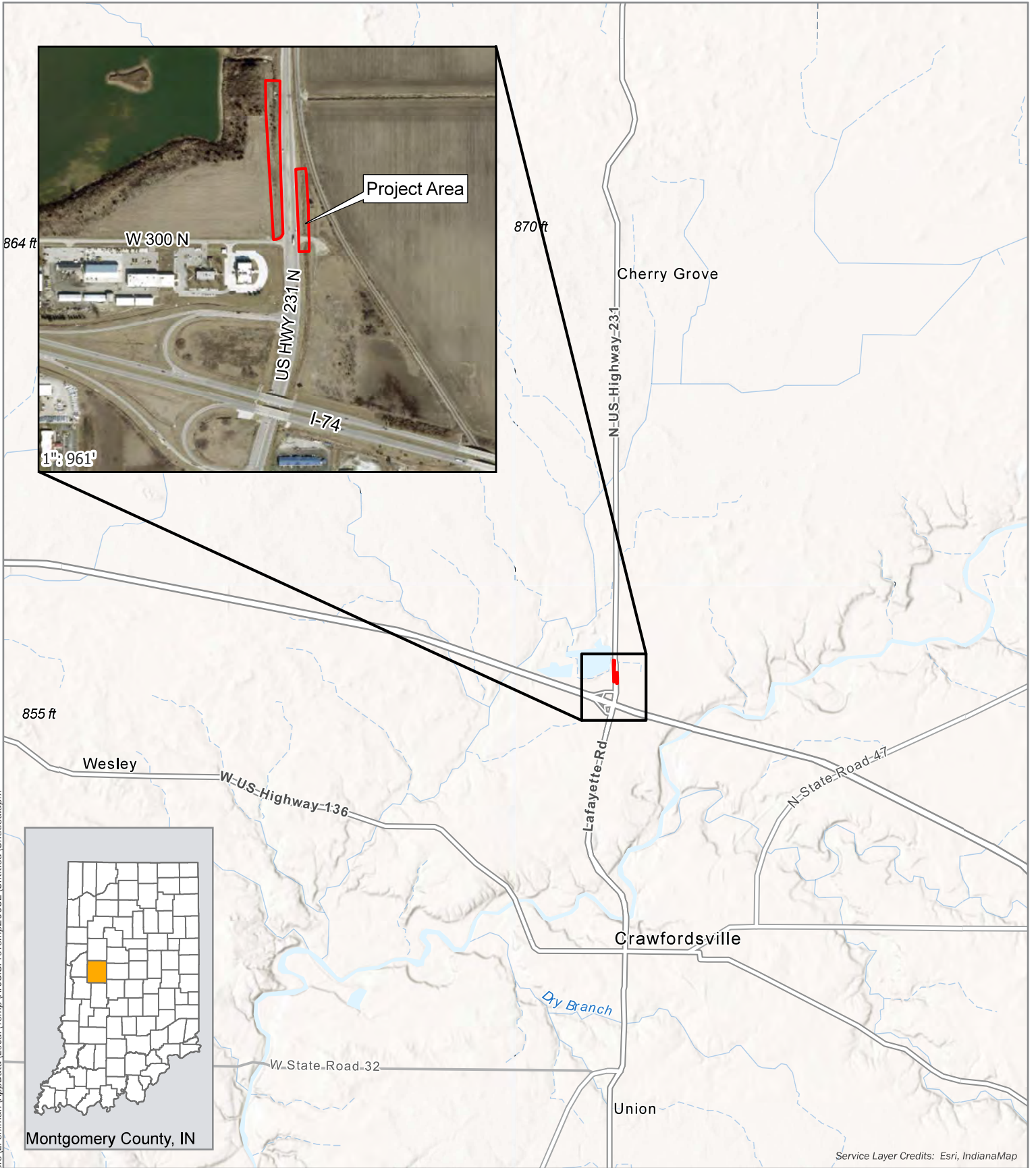
¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

Categorical Exclusion
Appendix B
Graphics

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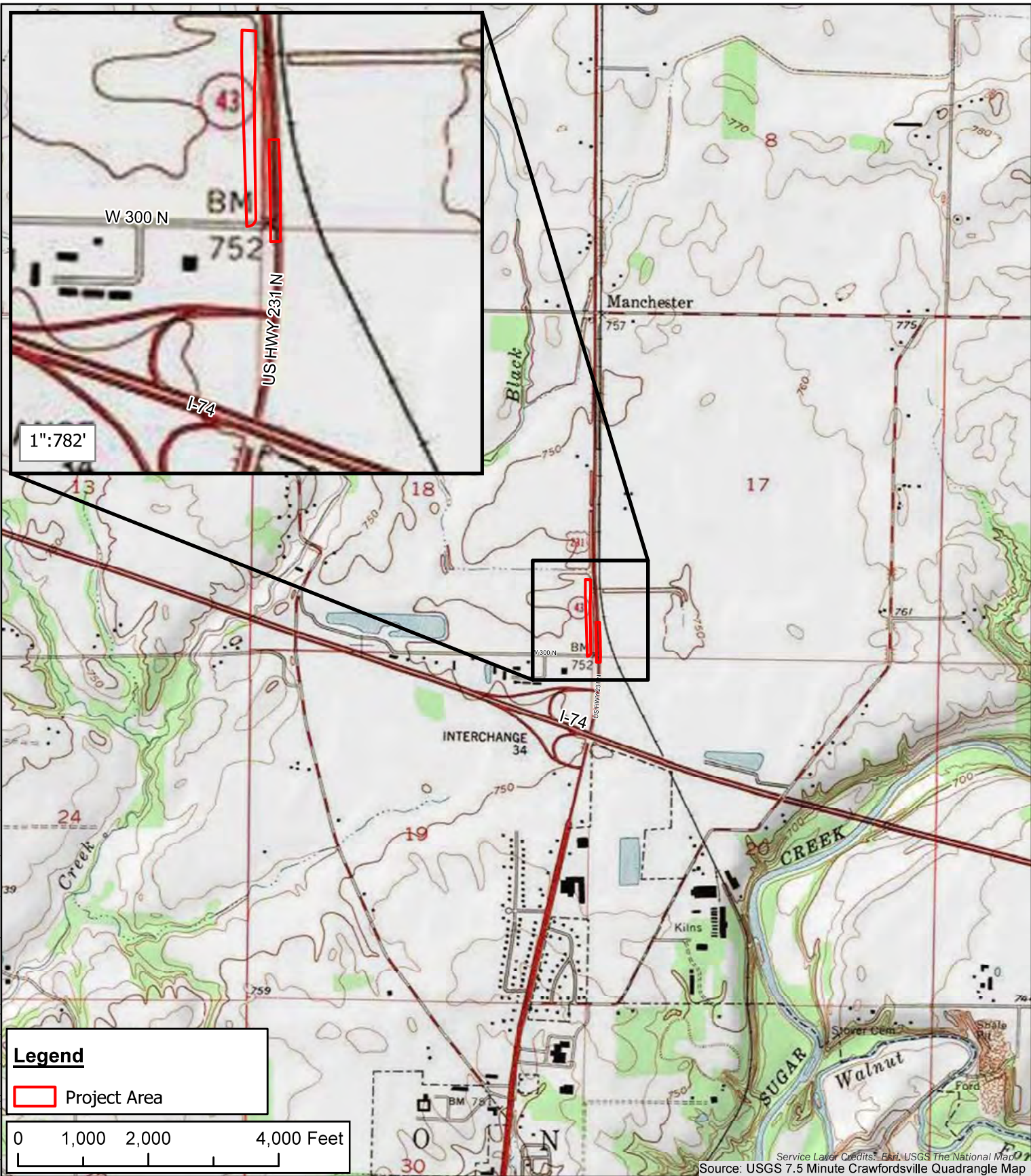
Overall Location Map

I-74 Access Control Project
 Montgomery County, Indiana
 Des. Number 2300695



Spatial Reference: NAD 1983 HARN StatePlane Indiana East FIPS 1301 Feet This map is for informational purposes and may not be suitable for legal, engineering, or surveying purposes.

Date: 11/26/2024 File Path: C:\Users\J.Fehlman\AppData\Local\Temp\ArcGISProTemp20032\Untitled1\Unsaved.aprx



U.S. Geological Survey (USGS) 1:24,000 Map



I-74 Access Control Project
Montgomery County, Indiana
Des. Number 2300695



Spatial Reference: NAD 1983 HARN StatePlane Indiana East FIPS 1301 Feet This map is for informational purposes and may not be suitable for legal, engineering, or surveying purposes.

Date: 2/13/2025 File Path: P:\0740010_INDOT - Access Ctrl 2300695\Design\Reports\Environ\GIS\Env Doc\Env Doc.aprx



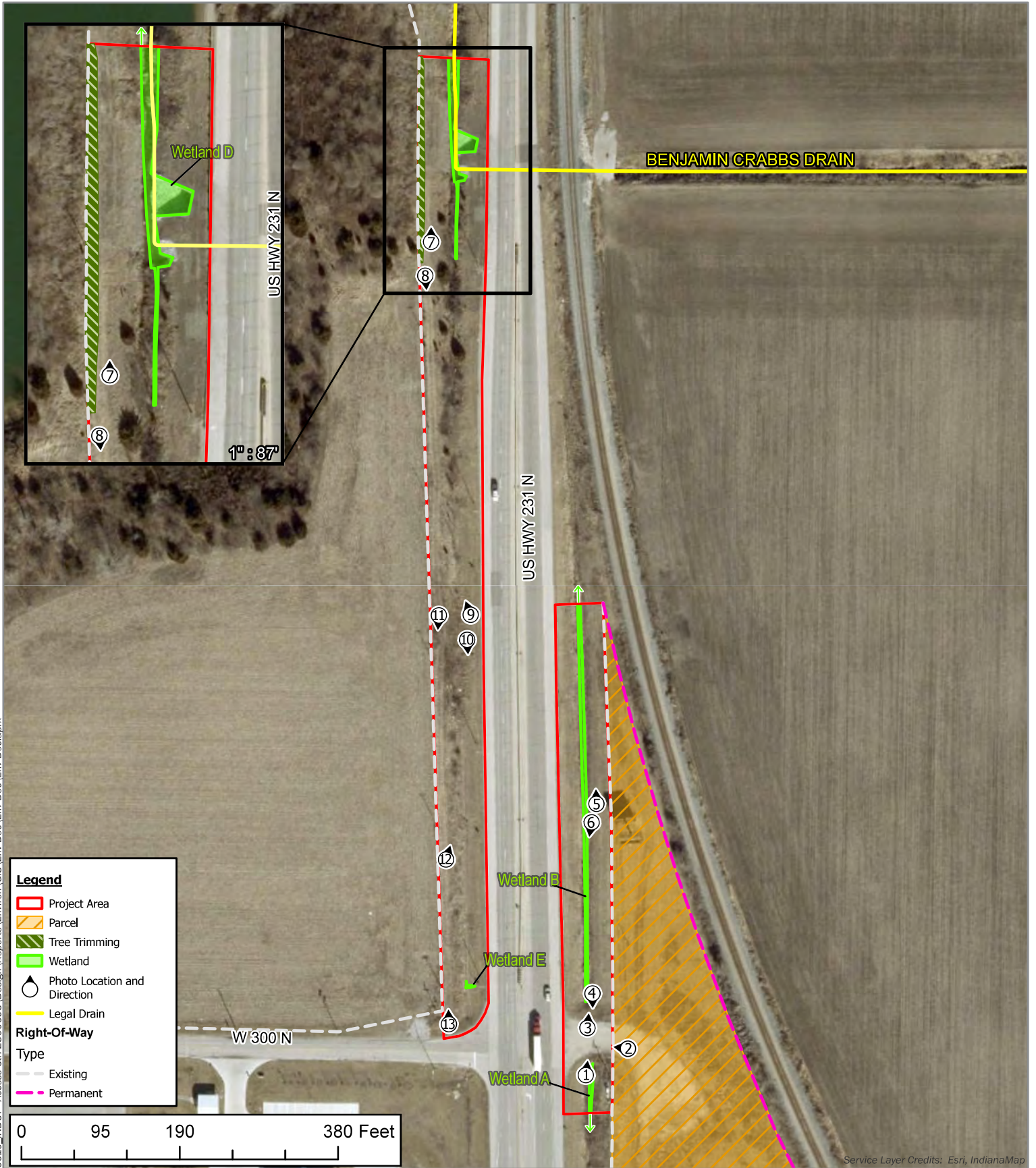
Aerial Imagery Map 1

I-74 Access Control Project
 Montgomery County, Indiana
 Des. Number 2300695



Spatial Reference: NAD 1983 HARN StatePlane Indiana East FIPS 1301 Feet This map is for informational purposes and may not be suitable for legal, engineering, or surveying purposes.

Date: 2/13/2025 File Path: P:\0740010_INDOT - Access Ctrl 2300695\Design\Reports\Environ\GIS\Env Doc\Env Doc.aprx



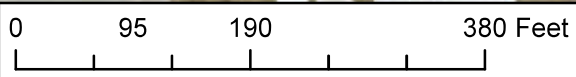
Legend


- Project Area
- Parcel
- Tree Trimming
- Wetland
- Photo Location and Direction
- Legal Drain

Right-Of-Way

Type


- Existing
- Permanent





Aerial Imagery Map 2

I-74 Access Control Project
Montgomery County, Indiana
Des. Number 2300695



Spatial Reference: NAD 1983 HARN StatePlane Indiana East FIPS 1301 Feet This map is for informational purposes and may not be suitable for legal, engineering, or surveying purposes.



Photo 1. Taken east of US 231 facing north showing the pipe (inlet) underneath the subject drive.



Photo 2. Taken east of US 231 facing west showing the subject drive.



Photo 3. Taken east of US 231 facing north showing the roadside ditch running parallel to northbound US 231 and parcel being acquired.



Photo 4. Taken east of US 231 facing south showing the pipe (outlet) underneath the subject drive.



Photo 5. Taken east of US 231 and north of the subject drive facing north showing roadside ditch and parcel being acquired.



Photo 6. Taken east of US 231 and north of the subject drive facing south showing roadside ditch and parcel being acquired.



Photo 7. Taken west of US 231 at northern end of the project area facing north showing roadside vegetation and surrounding area.



Photo 8. Taken west of US 231 at northern end of project area facing south showing roadside vegetation and surrounding area.



Photo 9. Taken west of US 231 facing northwest showing roadside vegetation.



Photo 10. Taken west of US 231 facing south showing roadside vegetation.



Photo 11. Taken west of US 231 facing south showing roadside vegetation and surrounding area.



Photo 12. Taken west of US 231 facing north showing roadside vegetation and surrounding area.



Photo 13. Taken west of US 231 showing roadside vegetation and surrounding area.

PROJECT	DESIGNATION
2300695	2300695
CONTRACT	
R-45057	

INDIANA DEPARTMENT OF TRANSPORTATION

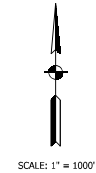
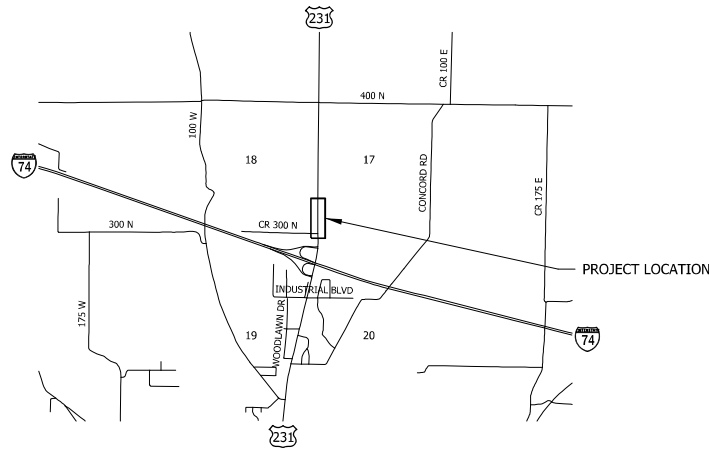
ROAD PLANS

PROJECT NO. 2300695 () P.E.
2300695 () R/W
2300695 () CONST.

I-74 AT US 231 (RP 181.0 TO RP 181.2)
ACCESS CONTROL

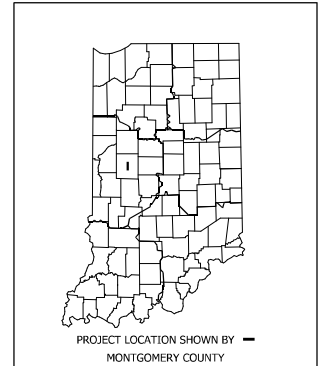
LOCATED IN SECTIONS 17, 18, 19 & 20 T19N, R4W
NORTH UNION TOWNSHIP, MONTGOMERY CO., INDIANA

GROSS LENGTH: 0.23 mi.
NET LENGTH: 0.23 mi.



TRAFFIC DATA		US 231	
A.A.D.T. (2028)	15,864	V.P.D.	
A.A.D.T. (2048)	18,380	V.P.D.	
D.M.V. (2048)	1,415	V.P.M.	
DIRECTIONAL DISTRIBUTION		50	%
TRUCKS		15.6%	A.A.D.T.
		7.7%	D.V.V.

DESIGN DATA	
DESIGN SPEED	45 mph
PROJECT DESIGN CRITERIA	ACCESS CONTROL
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	PARTIAL



LATITUDE: 40°05'04" N LONGITUDE: 86°54'14" W

**STAGE 1 PLANS
FEBRUARY 2025**

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024
TO BE USED WITH THESE PLANS

ClarkDietz
8900 KEYSTONE CROSSING, SUITE 475
INDIANAPOLIS, INDIANA 46240
T:317.844.8900...www.clarkdietz.com

PLANS PREPARED BY:	Clark Dietz, Inc. 8900 Keystone Crossing, Suite 475, Indianapolis, IN 46240 (317) 844-8900 PHONE NUMBER
CERTIFIED BY:	DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION DATE

PRELIMINARY PLANS

DESIGNATION	
SURVEY BOOK	SHEETS
CONTRACT	PROJECT
R-45057	2300695

UTILITIES

ELECTRIC / TELEPHONE

Tipmont R.E.M.C.
403 S. Main St., PO Box 20
Linden, IN 47955

ATTN: Keith Axtell
TEL : (765) 269-4845
Email: kaxtell@tipmont.com

FIBER OPTIC

Lumen

ATTN: TBD
TEL : TBD
Email: rekocations@lumen.com

FIBER OPTIC

Metronet

ATTN: TBD
TEL : (812) 253-2196
Email: 811design@metronetinc.com

COMMUNICATION

ATT - Distribution
116 E. Taylor St.
Kokomo, IN 46991

ATTN: Maurice Douglas
TEL : (317) 373-8536
Email: md3158@aol.com

COMMUNICATION

Windstream
102 E. Shafer St.
Forsyth, IL 62535

ATTN: Donald (Scott) Bullta
TEL : (309) 212-3870
Email: donald.bullta@windstream.com

CATV

Comcast

ATTN: TBD
TEL : TBD
Email: CENHRT_IndianaRelocate@comcast.com

GAS

Centerpoint - Transmission
20 Allen Avenue, Ste. 200
St. Louis, MO 63119

ATTN: Robert Ellis
TEL : (314) 391-9723
Email: rellis@fw.com

WATER

Indiana American Water

ATTN: Jennifer Oosterhoff
TEL : (317) 885-2437
Email: jhufflycoordinator@amwater.com



GENERAL NOTES

- ** All earth shoulders, median areas, cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
- ** The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
- The paper relocation will be cross sectioned by the Engineer before construction.
- Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____ shall be removed as directed.
- The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement where each treatment applies.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	GENERAL INFORMATION & INDEX SHEET
3	PLAT NO 1
4	TRAFFIC MAINTENANCE DETAILS
5	ACCESS DRIVE DETAIL

* FILES *
* DATES *
* DIBS *

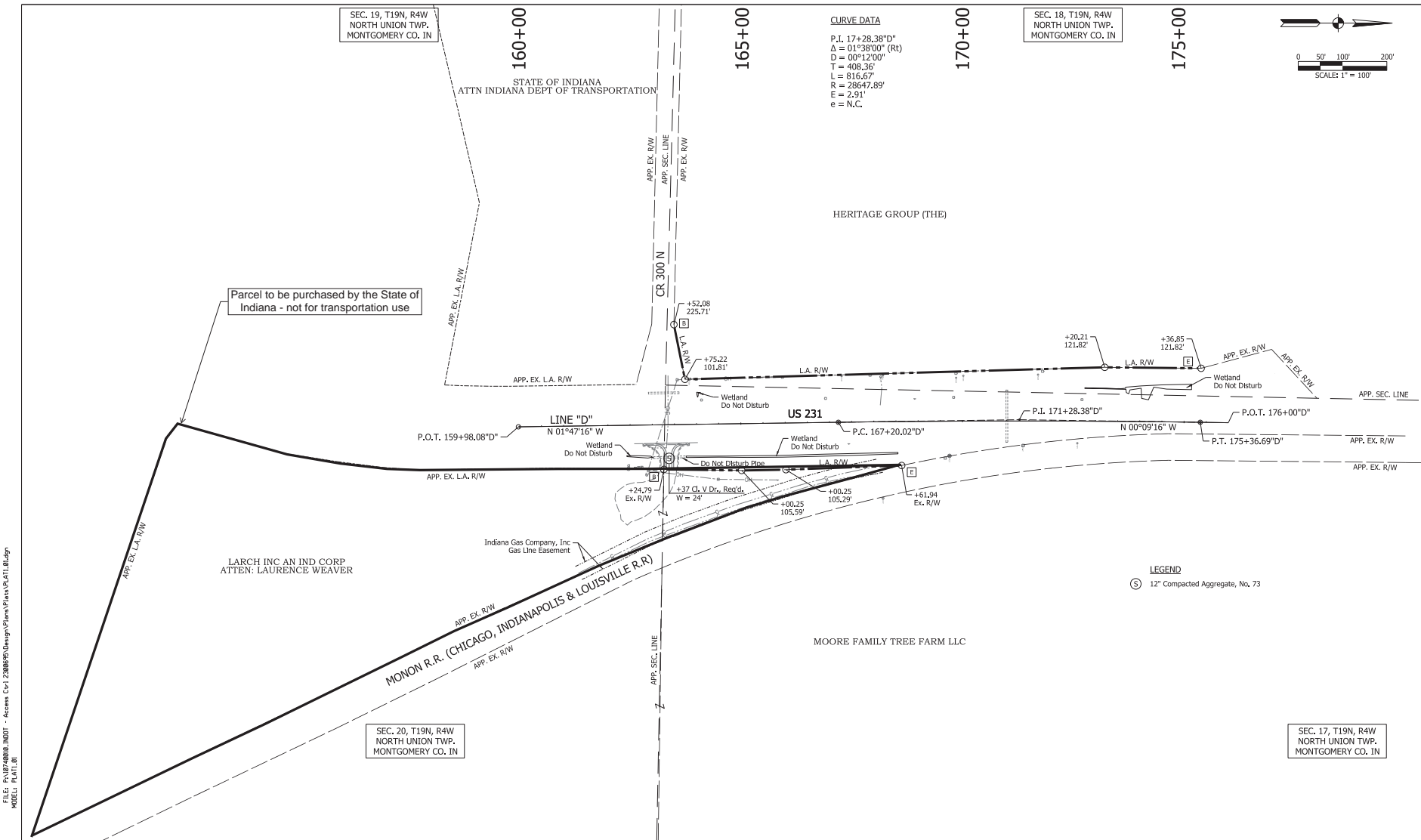
ClarkDietz

PRELIMINARY PLANS

RECOMMENDED FOR APPROVAL: _____	
DESIGN ENGINEER: _____	DATE: _____
DESIGNED: _____ ACB	DRAWN: _____ MP
CHECKED: _____ JRS	CHECKED: _____ JRS

INDIANA DEPARTMENT OF TRANSPORTATION
GENERAL INFORMATION & INDEX SHEET

HORIZONTAL SCALE	BRIDGE FILE
NONE	
VERTICAL SCALE	DESIGNATION
NONE	2306695
SURVEY BOOK	SHEETS
	2 OF 5
CONTRACT	PROJECT
R-15057	2306695



FILE: P:\18748000\INDOT - Access Cor 2300695\Design\Plans\Plat\CR 300 N.dwg
MODEL: PLAT11.DWG

18/30/2025 - 6:23 AM

ClarkDietz

PRELIMINARY PLANS

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER _____ DATE _____

DESIGNED: JBS DRAWN: MP
CHECKED: LPH CHECKED: JBS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE 1" = 100'	BRIDGE FILE
VERTICAL SCALE NONE	DESIGNATION 2300695
SURVEY BOOK	SHEETS
CONTRACT R-45057	1 of 1 PROJECT 2300695



CONSTRUCTION ZONE DESIGN SPEED = 45 MPH (POSTED)

11/15/16 10:00 AM 11/15/16 10:00 AM 11/15/16 10:00 AM

ClarkDietz

PRELIMINARY PLANS

RECOMMENDED FOR APPROVAL: _____		DESIGN ENGINEER: _____		DATE: _____	
DESIGNED: _____	ACB	DRAWN: _____	MP		
CHECKED: _____	LPH	CHECKED: _____	JAS		

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC DETAIL	

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
NONE	2306695
SURVEY BOOK	SHEETS
	4 5
CONTRACT	PROJECT
R-15057	2306695

Categorical Exclusion
Appendix C
Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

Crawfordsville District
41 West 300 North
Crawfordsville, Indiana 47933

PHONE: (855) 463-6848
FAX: (765) 364-9226

Eric Holcomb, Governor
Michael Smith, Commissioner

October 28, 2024

Sample Early Coordination Letter

Re: Agencies Early Coordination
Designation (Des.) Number 2300695
Road Project
I-74 at US 231 Intersection
Crawfordsville, Montgomery County, Indiana

Dear ,

The Indiana Department of Transportation (INDOT) Crawfordsville District, with federal funding, proposes to proceed with a road project in Montgomery County, Indiana (Des. Number 2300695). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above Des. Number and description in your reply.** We will incorporate your comments into the formal environmental study.

Project Location

The project is located along US 231, at the US 231 and I-74 intersection in Montgomery County, Indiana. The project area extends along US 231 from approximately 0.09 mile north to 0.33 mile north of the I-74 westbound on/off ramps. The project is within Union Township, Sections 17, 18, and 20 of Township 19 North, and Range 4 West of the Crawfordsville U.S. Geological Survey (USGS) Quadrangle. Refer to attached project area maps.

Existing Conditions

This section of US 231 is classified as a Principal Arterial and consists of four 12-foot-wide lanes (two northbound and two southbound) with 10-foot-wide outside shoulders and 8-foot-wide inside shoulders. The northbound and southbound lanes are separated by a 16-foot-wide concrete median. At the north end of the project, the northbound lanes merge into one 12-foot-wide lane with a 10-foot-wide outside shoulder. The inside shoulders phase out where the concrete median ends at the northern end of the project area. Adjacent land use consists of commercial properties to the south, a mineral resource extraction site with a large body of water to the west-northwest, a railroad corridor to the east, and agricultural land to the west and east. Several drainage pipes/small structures with a diameter less than 36 inches are adjacent to, or within, the project area. One small structure with a diameter over 36 inches (CV 231-054-181.26) is located in the northern portion of the project area, along the west side of US 231. The existing right-of-way varies from approximately 100 feet to 120 feet from the center of the existing median.

The draft need of the project is due to the lack of controlled access along US 231 near the I-74 interchange. Future development utilizing US 231 for access near the I-74 interchange would lead to traffic congestion and create serviceability concerns. The draft purpose is to prevent future serviceability concerns along US 231 at the I-74 interchange.

Proposed Conditions

The project would install right-of-way fencing along the east and west sides of US 231. The maximum distance for the right-of-way fencing will be approximately 50 feet from the edge of pavement. Right-of-way fencing would be installed for a total length of approximately 540 feet north of the W CR 300 N and US 231 intersection (east of US 231) and 1,200 feet north of the W CR 300 N and US 231 intersection (west of US 231). The project would re-size the existing gravel driveway located east of the US 231 and W CR 300 N intersection. The width of the gravel driveway will be reduced by removing a portion of it and regrading the slope down to the ditch line. The existing drive pipe and ditch line will remain unchanged. The gravel driveway will remain accessible for utility operations

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following the completion of construction activities. The land parcel located east of US 231 would become landlocked between the INDOT right-of-way and the railroad. INDOT would acquire the entire parcel (approximately 16 acres). No work will take place on the purchased land parcel, as all activities will be confined to previously disturbed soils within the existing INDOT right-of-way.

Approximately 16 acres of permanent right-of-way would be required for this project, all of which is due to the land parcel being acquired. Proposed right-of-way width would only change east of US 231 due to the parcel. Near the I-74 and US 231 intersection, the proposed right-of-way would be approximately 1,170 feet from the roadway centerline. Moving northward, the proposed right-of-way gradually decreases to approximately 100 feet from the roadway centerline. The project would involve tree trimming. Construction is anticipated to begin in January 2029. The maintenance of traffic (MOT) would involve shoulder closures. Access to all properties would be maintained during construction.

To identify potential environmental concerns within the project vicinity, a Red Flag Investigation is being completed by Clark Dietz. Coordination with any applicable agencies/owners will occur.

A site visit was performed by Clark Dietz on August 7, 2024, to identify any ecological resources present within the project area. Potential water resources (e.g., streams and/or wetlands) were observed within and adjacent to the project area. Clark Dietz is preparing a *Waters of the U.S. Report* documenting these resources. Evidence of nesting birds and/or bats was not observed within the structures.

The project is anticipated to qualify for the U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC) planning tool.

Coordination would occur with the INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this study would be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence, as appropriate.

Please provide your response within 30 calendar days from the date of this letter. However, if you feel an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please contact the Clark Dietz Environmental staff member Leigh Fehlman at 317-808-3137 or leigh.fehlman@clarkdietz.com and the INDOT Project Manager (PM) Destiny Golladay at 765-361-5242 or dgolladay@indot.in.gov.

To reduce the file size of this document, preliminary plans are not attached. Please contact Leigh Fehlman (contact information above) to request a copy of the preliminary plans.

Thank you in advance for your input,



Leigh Fehlman
Ecologist / NEPA Specialist
Clark Dietz

Attachments:

- Project Area Maps **Removed to avoid duplication - See Appendix B**
- Photographs **Removed to avoid duplication - See Appendix B**

Cc:

- INDOT Crawfordsville District (electronic coordination)
- FHWA (electronic coordination)
- Indiana Geological and Water Survey (electronic submission)

- IDNR Division of Fish and Wildlife (electronic coordination)
- USHUD (electronic coordination)
- NRCS (electronic coordination)
- USACE (electronic coordination)
- Montgomery County Council (electronic coordination)
- Montgomery County Commissioners (electronic coordination)
- Montgomery County Surveyor's Office (electronic coordination)
- Montgomery County Highway Department (electronic coordination)
- Crawfordsville City Council (electronic coordination)
- Crawfordsville Storm Water Department (electronic coordination)
- North Montgomery Community School Corporation (electronic coordination)
- Crawfordsville Mayor's Office (electronic coordination)



Organization and Project Information

Organization Name: Clark Dietz, Inc.

Last Name: Fehlman

Email: leighfehlman@clarkdietz.com

Address Line 2: Suite 475

State: IN

Customer Id: I0740010

Project Title: I-74 at US 231 Road Project

First Name: Leigh

Phone: (317) 808-3137

Address Line 1: 8900 Keystone Crossing

City: Indianapolis

Zip: 46240

Destination Id: 2300695

Project Description: The project would install right-of-way fencing along the east and west sides of US 231. The maximum distance for the right-of-way fencing will be approximately 50 feet from the edge of pavement. The project would re-size the existing gravel driveway located east of the US 231 and W CR 300 N intersection.

Environmental Assessment Report

Geological Hazards:

1. 1% Annual Chance Flood Hazard
2. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: Low Potential
2. Sand and Gravel Resource: High Potential

Active or abandoned mineral resources extraction sites:

1. Active Industrial Minerals Sites (2016) ([Industrial Minerals](#))

Disclaimer:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

November 26, 2024

Leigh J. Fehlman
Clark Dietz, Inc.
8900 Keystone Crossing
Suite 475
Indianapolis, Indiana 46240
Leigh.Fehlman@clarkdietz.com

Dear Leigh Fehlman:

The proposed Road Project located at I-74 at US 231 Intersection, Montgomery County, in Crawfordsville, Indiana (Des. Numbers 2300695) as referred to in your letter received on October 28, 2024, will cause a conversion of prime farmland.


The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

 Digitally signed by JOHN ALLEN
Date: 2024.11.27 08:35:22 -05'00'

Enclosers

Impact--this includes the 16 acre tract on the east side of 231 that will become landlocked and can no longer be farmable because of that

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 10/28/24	4. Sheet 1 of <u>1</u>
1. Name of Project I-74 at US 231		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Road Project		6. County and State Montgomery County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/26/24	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 388 ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 307930 % 95	7. Amount of Farmland As Defined in FPPA Acres: 281375 % 87	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment :			
	Corridor 1	Corridor 2	Corridor 3	Corridor 4
A. Total Acres To Be Converted Directly	16.0			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0			
C. Total Acres In Corridor	16.0	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	13.8			
B. Total Acres Statewide And Local Important Farmland	0.0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0040			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	23.0			

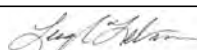
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	89			

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	5		
2. Perimeter in Nonurban Use	10	0		
3. Percent Of Corridor Being Farmed	20	1		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	25		
7. Availability Of Farm Support Services	5	5		
8. On-Farm Investments	20	1		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	37	0	0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	89		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	37	0	0
TOTAL POINTS (Total of above 2 lines)	260	126	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 13.8	3. Date Of Selection: 11/27/24	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:
Road Project at location

Signature of Person Completing this Part:  DATE **11/27/24**

NOTE: Complete a form for each segment with more than one Alternate Corridor

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR#: ER-26947

Request Received: October 28, 2024

Requestor:

Leigh Fehlman
Clark Dietz, Inc.
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240

Project:

US 231 right-of-way fencing installation along the east and west sides of the roadway, from 0.09 miles north to 0.33 miles north of the I-74 westbound on/off ramps; Crawfordsville District, Des #2300695

County/Site Info: Montgomery County

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment:

Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database:

The Natural Heritage Program's data have 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.

Fish and Wildlife Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Tree Removal

The Division of Fish and Wildlife recommends avoiding removing roadside trees to the greatest extent possible and replacing trees that must be removed. Roadside trees are important to fish and wildlife resources in urban and rural areas. Trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban and rural environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban and rural environment. Proactively managing and maintaining a roadside tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions.

The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

B) Fencing and Wildlife

Overall, the proposed right-of-way fencing is unlikely to significantly impact wildlife movement when compared to existing conditions. An existing railroad bed and an existing earthen embankment along US 231 are likely already impacting wildlife movement. However, using right-of-way fencing with 4" to 6" spacing of wires and/or raising the fencing between 6 and 12" above the ground to help small to medium sized wildlife move across the landscape is recommended. Another alternative would be to create gaps measuring approximately 6 to 12" high and 12 to 24" wide at the bottom of the fence every 50 to 100' to allow for small to medium wildlife to travel through the area.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
6. Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: November 22, 2024

Montgomery County Surveyor
1580 Constitution Row, Suite F
Crawfordsville, IN 47933
Phone: (765) 361-3234
E-mail: tom.cummins@montgomerycounty.in.gov

October 31, 2024

RE: Agencies Early Coordination
Designation (Des.) Number 2300695
Road Project
1-74 at US 231 Intersection
Crawfordsville, Montgomery County, Indiana

TO: Leigh Fehlman
Ecologist / NEPA Specialist
Clark Dietz

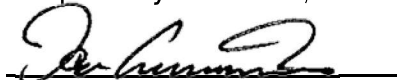
Leigh,

The proposed road project is located in the vicinity of a regulated open ditch, known as the Benjamin Crabbs drain. This drainage serves approximately 600 acres of agricultural property, mainly east of US 231.

Any work within the regulated drain easement will need to be approved by the Montgomery County Drainage Board. The easement extends 75' from the top of bank, of both sides of the open ditch. Included in this report, is a map showing the drain.

I would be happy to discuss the drain, and any required approvals, at your leisure.

Respectfully submitted,



Tom Cummins
Montgomery County Surveyor





United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

10/25/2024 18:07:33 UTC

Project Code: 2025-0011310

Project Name: Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

PROJECT SUMMARY

Project Code: 2025-0011310

Project Name: Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The I-74 access control project (Des. Number 2300695) is located at the I-74 and US 231 intersection in Montgomery County, Indiana. The project area extends along US 231 from approximately 0.09 mile north to 0.33 mile north of the I-74 westbound on/off ramps.

The project consists of installing right-of-way fencing east and west of US 231 and re-sizing the existing drive located west of the W CR 300 N and US 231 intersection. All work would remain within existing INDOT right-of-way.

A review of the USFWS database by the INDOT Crawfordsville District on October 17, 2024, did not indicate the presence of endangered bat species in or within 0.50 mile of the project area. One small structure with a diameter over 36 inches (CV 231-054-181.26) is located within the northern portion of the project area, along the west side of US 231. The small structure would not be impacted by this project. Suitable summer habitat was observed adjacent to the project area.

The project would involve trimming trees. Dominant tree species within the project area consist of eastern red cedar (*Juniperus virginiana*) and sandbar willow (*Salix interior*). Approximately 0.04 acre of tree trimming would be needed. All tree trimming would occur within 100 feet of existing roadway. Tree trimming would be performed during the bat inactive season (October 1 through March 31).

Temporary lighting may be used during construction. The project would not install new or replace existing permanent lighting. Construction is anticipated to begin Spring 2029.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.0846255,-86.90423869007427,14z>



Counties: Montgomery County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

CLAMS

NAME	STATUS
Salamander Mussel <i>Simpsonaias ambigua</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

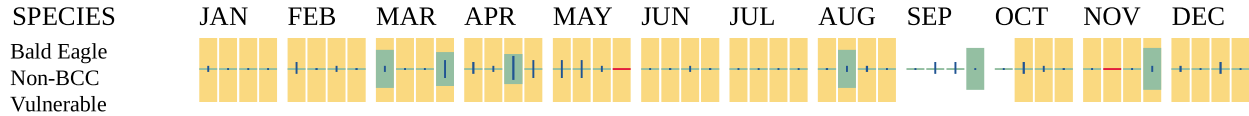
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort — no data



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere

NAME	BREEDING SEASON
<p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1626</p>	Breeds Oct 15 to Aug 31
<p>Chimney Swift <i>Chaetura pelagica</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9406</p>	Breeds Mar 15 to Aug 25
<p>Pectoral Sandpiper <i>Calidris melanotos</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9561</p>	Breeds elsewhere
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9398</p>	Breeds May 10 to Sep 10
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9431</p>	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

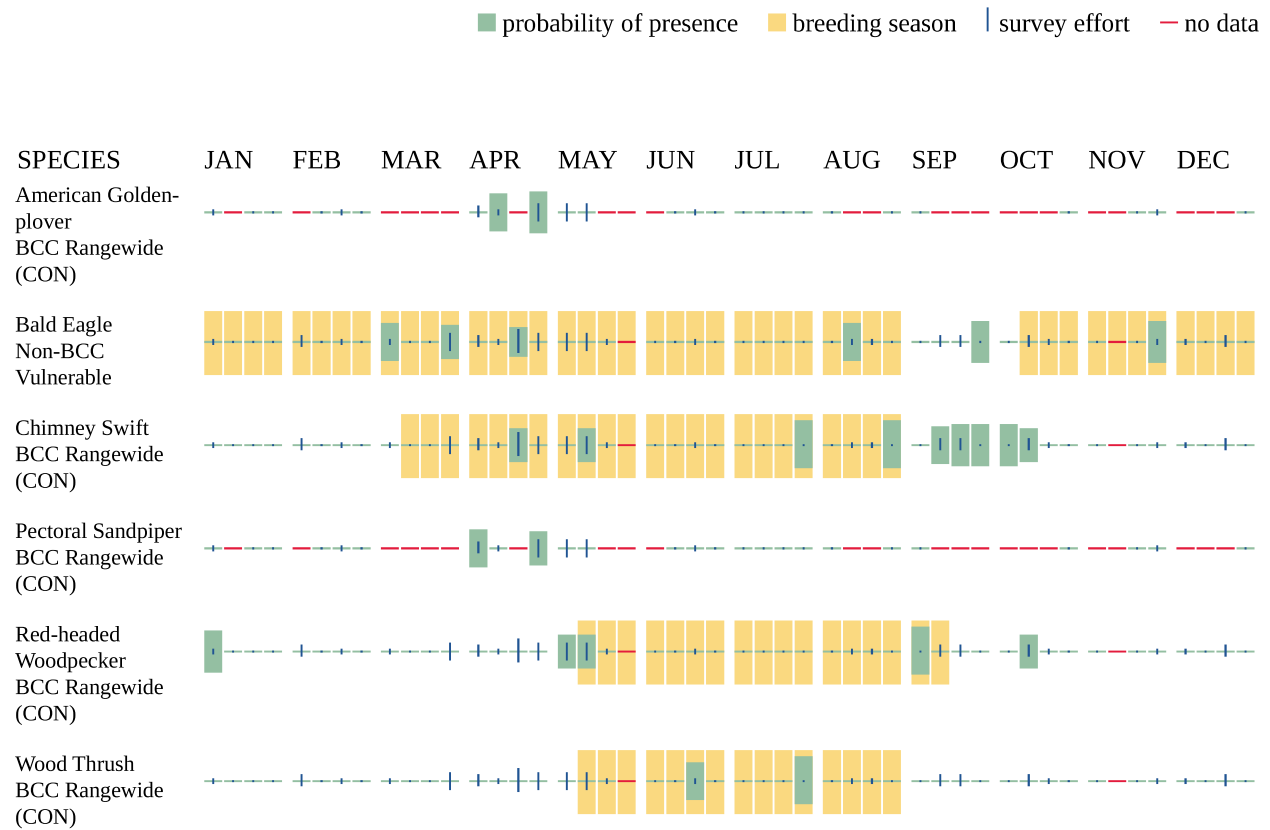
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R4SBC

IPAC USER CONTACT INFORMATION

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State: IN

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

10/30/2024 14:13:02 UTC

Project code: 2025-0011310

Project Name: Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County

Subject: Concurrence verification letter for the 'Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated October 30, 2024 to verify that the **Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period

allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

Des. No. 2300695 Road Project, I-74 at US 231, Montgomery County

DESCRIPTION

The I-74 access control project (Des. Number 2300695) is located at the I-74 and US 231 intersection in Montgomery County, Indiana. The project area extends along US 231 from approximately 0.09 mile north to 0.33 mile north of the I-74 westbound on/off ramps.

The project consists of installing right-of-way fencing east and west of US 231 and re-sizing the existing drive located west of the W CR 300 N and US 231 intersection. All work would remain within existing INDOT right-of-way.

A review of the USFWS database by the INDOT Crawfordsville District on October 17, 2024, did not indicate the presence of endangered bat species in or within 0.50 mile of the project area. One small structure with a diameter over 36 inches (CV 231-054-181.26) is located within the northern portion of the project area, along the west side of US 231. The small structure would not be impacted by this project. Suitable summer habitat was observed adjacent to the project area.

The project would involve trimming trees. Dominant tree species within the project area consist of eastern red cedar (*Juniperus virginiana*) and sandbar willow (*Salix interior*). Approximately 0.04 acre of tree trimming would be needed. All tree trimming would occur within 100 feet of existing roadway. Tree trimming would be performed during the bat inactive season (October 1 through March 31).

Temporary lighting may be used during construction. The project would not install new or replace existing permanent lighting. Construction is anticipated to begin Spring 2029.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.0846255,-86.90423869007427,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

No

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

16. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

17. Are *all* trees that are being removed clearly demarcated?

Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

19. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

20. Does the project include slash pile burning?

No

21. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

22. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

23. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

24. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

25. Will the project install new or replace existing **permanent** lighting?

No

26. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

27. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

28. Will the project raise the road profile **above the tree canopy**?

No

29. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

30. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

31. General AMM 1

Will the project 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 Avoidance and Minimization Measures?

Yes

32. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

33. Tree Removal AMM 3

Can tree removal be 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)?

Yes

34. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

35. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.04

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

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.

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).

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.

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.

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



INDIANA DEPARTMENT OF TRANSPORTATION

Crawfordsville District
41 West 300 North
Crawfordsville, Indiana 47933

PHONE: (855) 463-6848
FAX: (765) 364-9226

Eric Holcomb, Governor
Michael Smith, Commissioner

October 30, 2024

Re: Non-Agency Early Coordination
Designation (Des.) Number 2300695
Road Project
I-74 at US 231 Intersection
Crawfordsville, Montgomery County, Indiana

US Aggregates - Crawfordsville Sand and Gravel,

The Indiana Department of Transportation (INDOT) Crawfordsville District, with federal funding, proposes to proceed with a road project in Montgomery County, Indiana (Des. Number 2300695). You have been identified as the owner of a property adjacent to the project area that is a mineral resource extraction site and is part of the National Pollutant Discharge Elimination System (NPDES) Permit Program. This letter is part of the early coordination phase of the environmental review process and is meant to inform you of the upcoming project. **If you have any questions or concerns, please use the above Des. Number and description in your reply.**

Project Location

The project is located along US 231, at the I-74 and US 231 intersection in Montgomery County, Indiana. The project area extends along US 231 from approximately 0.09 mile north to 0.33 mile north of the I-74 westbound on/off ramps. The project is within Union Township, Sections 17, 18, and 20 of Township 19 North, and Range 4 West of the Crawfordsville U.S. Geological Survey (USGS) Quadrangle. Refer to attached project area maps.

Existing Conditions

This section of US 231 is classified as a Principal Arterial and consists of four 12-foot-wide lanes (two northbound and two southbound) with 10-foot-wide outside shoulders and 8-foot-wide inside shoulders. The northbound and southbound lanes are separated by a 16-foot-wide concrete median. At the north end of the project, the northbound lanes merge into one 12-foot-wide lane with a 10-foot-wide outside shoulder. The inside shoulders phase out where the concrete median ends at the northern end of the project area. Adjacent land use consists of commercial properties to the south, a mineral resource extraction site with a large body of water to the west-northwest, a railroad corridor to the east, and agricultural land to the west and east. The existing right-of-way varies from approximately 100 feet to 120 feet from the center of the existing median.

Several drainage pipes/small structures with diameters less than 36 inches are adjacent to, or within, the project area. One small structure with a diameter over 36 inches (CV 231-054-181.26) is located adjacent to the northern portion of the project area, along the west side of US 231.

Proposed Conditions

The project would install right-of-way fencing along the east and west sides of US 231. The maximum distance for the right-of-way fencing will be approximately 50 feet from the edge of pavement. Right-of-way fencing will be installed for a total length of approximately 540 feet north of the W CR 300 N and US 231 intersection (east of US 231) and 1,200 feet north of the W CR 300 N and US 231 intersection (west of US 231). The project would re-size the existing gravel driveway located east of the US 231 and W CR 300 N intersection. The width of the gravel driveway will be reduced by removing a portion of it and regrading the slope down to the ditch line. The existing drive pipe and ditch line will remain unchanged. The gravel driveway will remain accessible for utility operations following the completion of construction activities. The land parcel located east of US 231 would become landlocked between the INDOT right-of-way and the railroad. INDOT would acquire the entire parcel (approximately 16 acres). No work will take place on the purchased land parcel, as all activities will be confined to previously disturbed soils within the existing INDOT right-of-way.

Approximately 16 acres of permanent right-of-way would be required for this project, all of which is due to the land parcel being acquired. The proposed right-of-way width would only change east of US 231 due to the parcel. Near the I-74 and US 231 intersection,

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the proposed right-of-way would be approximately 1,170 feet from the roadway centerline. Moving northward, the proposed right-of-way gradually decreases to approximately 100 feet from the roadway centerline. The project would involve tree trimming within the northwestern quadrant of the project area, west of US 231. Construction is anticipated to begin in January 2029. The maintenance of traffic (MOT) would involve shoulder closures. Access to all properties would be maintained during construction.

Please provide any questions or concerns you may have within 30 calendar days from the date of this letter. If you have any questions regarding this matter, please contact the Clark Dietz Environmental staff member Leigh Fehlman at 317-808-3137 or leigh.fehlman@clarkdietz.com and the INDOT Project Manager (PM) Destiny Golladay at 765-361-5242 or dgolladay@indot.in.gov.

To reduce the file size of this document, preliminary plans are not attached. Please contact Leigh Fehlman (contact information above) to request a copy of the preliminary plans.

Thank you in advance for your input,



Leigh Fehlman
Ecologist / NEPA Specialist
Clark Dietz

Attachments:

- | | |
|---|--|
| <ul style="list-style-type: none">• Project Area Maps• Photographs | Removed to avoid duplication - See Appendix B |
|---|--|

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

Category A Minor Projects

Requires No Review by INDOT Cultural Resources Office

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
 - A. The project takes place in previously disturbed soils; *AND*
 - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
 - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

February 13, 2019

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

February 13, 2019

From: Walton, David <DWalton@indot.IN.gov>
Sent: Friday, October 4, 2024 4:42 PM
To: Cameron D. Fraser <Cameron.Fraser@clarkdietz.com>
Cc: Coon, Matthew <mcoon@indot.IN.gov>; Jack Stocks <Jack.Stocks@clarkdietz.com>
Subject: RE: Section 106 Confirmation Request: Access Control Project on I-74 in Crawfordsville (DES 2300695)

Thanks, Cameron,

The shapefile you provided here is limited entirely to previously disturbed soils. Thus, it appears Categories A-4 & A-7 will apply. Please remember that INDOT CRO does not formally review Category A activities, but this email can be used for your records as needed.

The 16-acre parcel east of US 231 includes areas with likely undisturbed soils. However, since the only project activity on this parcel is limited to previously disturbed soils (i.e., Category A-4 & A-7 work), you would be correct that archaeological investigation is not needed. Once any project activity on this parcel (after INDOT acquisition) goes into potentially undisturbed soils, there would need to be a Phase Ia survey.

Does that cover everything for you?

Best,
David

David P. Walton, Ph.D.
Senior Archaeologist
Archaeology Team Lead
Indiana Department of Transportation
100 North Senate Ave., N758 — Cultural Resources Office
Indianapolis, IN 46204
Office: 317-601-2110
Cell: 317-601-2110

Categorical Exclusion

Appendix E

Red Flag and Hazardous Materials



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: September 24, 2024

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Leigh J. Fehlman
Clark Dietz, Inc.
8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
Leigh.fehlman@clarkdietz.com

Re: RED FLAG INVESTIGATION
DES 2300695, State Project
Access Control
I-74 and US 231 Intersection
Montgomery County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), Crawfordsville District propose to proceed with an access control project on US 231 in Montgomery County, Indiana. The proposed project will re-size the existing drive located east of US 231 at the West 300 North intersection. The immediate area encompassing the removed drive area will be re-graded. The existing drive pipe and ditch will remain in place during re-grading. Right of way fence will be installed along the east and west sides of US 231. The land parcel located east of US 231 will become landlocked between the INDOT right of way and the railroad. INDOT will likely acquire the entire parcel.

Bridge Work Included in Project: Yes No Structure #(s) _____

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes No Structure #(s) _____

Proposed right of way: Temporary # Acres _____ Permanent # Acres 16.0, Not Applicable

Type and proposed depth of excavation: Excavation to a depth of 2 feet below ground surface (bgs) will be required for resizing the existing access driveway.

Maintenance of traffic (MOT): The MOT would involve traffic control for northbound and southbound shoulder closures.

Work in waterway: Yes No Below ordinary high water mark: Yes No

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports ¹	N/A	Pipelines	2
Cemeteries	N/A	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

¹In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Explanation:

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment (Indiana Gas Co. Inc.) crosses the project area and one (1) pipeline segment (Indiana Gas Co. Inc.) is located adjacent to the east of the project area. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	8
Canal Structures – Historic	N/A	Lakes	5
NPS NRI Listed	N/A	Floodplain - DFIRM	1
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	1	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

Explanation:

Rivers and Streams: One (1) stream segment is located within the 0.5 mile search radius. The stream segment is located approximately 0.43 mile northwest of the project area. No impact is expected.

NWI – Wetlands: Eight (8) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is located adjacent to the project area. Direct coordination with INDOT ESD EWPSO will occur.

Lakes: Five (5) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located approximately 0.03 mile west of the project area. No impact is expected.

Floodplain – DFIRM: One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located approximately 0.3 mile northwest of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	1
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Mineral Resources: One (1) mineral resource facility is located within the 0.5 mile search radius. Although the icon associated with Heritage Aggregates, LLC, is mapped 0.38 mile north of the project area, the facility is actually located within the project area. Coordination with Heritage Aggregates, LLC, will occur.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	*4	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	*1
Solid Waste Landfill	N/A	NPDES Facilities	*4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage Tank (LUST) Sites	*4	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Underground Storage Tank (UST) Sites: *Five (5) UST sites, three (3) mapped and two (2) unmapped, are located within the 0.5 mile search radius. However, one (1) UST site is incorrectly mapped within the 0.5 mile search radius (AI ID # 54335). Therefore, there are four (4) UST sites within the 0.5 mile search radius.

- McClure Store 74 / Crawfordsville Truck Plaza, 1900 Smith Avenue, AI ID # 41228 is the site of an active gas station and is located approximately 0.42 mile south of the project area. IDEM conducted a UST Inspection on August 8, 2024, and the site was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana’s UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a reportable release occurred. This site is also mapped as a LUST site. See LUST section for more details. No impact is expected.
- Truck Wash of America, 1080 Corey Boulevard, AI ID # 44467, is located approximately 0.36 mile south of the project area and was formerly the site of a gas station and truck wash. One (1) 12,000 gallon UST was drained of diesel and closed on April 25, 1995. Confirmatory samples of the soil and groundwater surrounding the UST Excavation pit indicated that all samples were below detection limits except for the water samples collected at 11 feet bgs. Low levels of soil and groundwater contamination may remain on the site. Excavation for this project will occur approximately 0.31 mile north of this site and will not exceed a depth of 2 feet bgs. No impact is expected.
- Viking, Incorporated, AI ID # 54335, is mapped at 2605 Lafayette Road, approximately 0.49 mile south of the project area, but the correct address is 2740 Business 30 East in Columbia City, Indiana. See LUST section below for more details.
- Crawfordsville North Marathon #171 / Former Kocolene #122, 2600 Lafayette Road, AI ID # 45347, is not mapped as a UST site. However, the site is an active gas station located approximately 0.49 mile south of the project area. IDEM conducted a UST Inspection on July 30, 2024, and the site was found to be out of compliance with equipment, operating, and maintenance requirements set forth in Indiana’s UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a reportable release occurred. This site is mapped as a LUST site. See LUST section for more details. No impact is expected.
- Gas America #56 / Speedway 8037, 2605 Lafayette Road, AI ID # 42264, is not mapped as a UST site. However, the site is an active gas station located approximately 0.49 mile south of the project area. IDEM conducted a UST Inspection on August 4, 2022, and the site was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana’s UST Rule 329 IAC 9. This site is mapped as a LUST site. See LUST section for more details. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: *Although five (5) LUST sites are mapped within the 0.5 mile search radius, two (2) of the mapped LUST sites represent the same site (AI ID # 45347). Therefore, there are four (4) LUST sites within the 0.5 mile search radius.

- McClure Store 74 / Crawfordsville Truck Plaza, 1900 Smith Avenue, AI ID # 41228, is the site of an active gas station and is located approximately 0.42 mile south of the project area. Multiple site investigations and monitoring events have occurred for this site, dating back to 2004. Low levels of groundwater contamination have been documented at depths of approximately 4 feet bgs on the south side of the site. Additionally, groundwater was documented as generally flowing towards the southwest, away from the project area. IDEM issued a No Further Action Approval Determination Pursuant to Risk Integrated System of Closure (RISC) on June 14, 2010. Contamination from this site does not extend within or adjacent to the project area. No impact is expected.
- Crawfordsville North Marathon #171 / Former Kocolene #122, 2600 Lafayette Road, AI ID # 45347, is the site of an active gas station located approximately 0.49 mile south of the project area. Contamination was discovered during groundwater sampling in August 2005, during an assessment of the facilities following its purchase. Soil and groundwater sampling was subsequently completed to determine the extent of contamination. Low levels of soil and groundwater contamination remain on site and do not extend beyond the property boundaries. IDEM

issued a No Further Action Approval Determination Pursuant to RISC on November 10, 2005. No impact is expected.

- Gas America #56 / Speedway 8037, 2605 Lafayette Road, AI ID # 42264, is the site of an active gas station located approximately 0.49 mile south of the project area. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on September 11, 2012. Low levels of soil and groundwater contamination remain on the site. An Environmental Restrictive Covenant (ERC) was recorded with Montgomery County on April 21, 2011. See the ERC section below for details. Contamination from this site does not extend within or adjacent to the project area. No impact is expected.
- INDOT/Crawfordsville Subdistrict, I74 and US 231, AI ID # 43113, is located adjacent to the southwest of the project area. According to the available files in the IDEM Virtual File Cabinet (VFC), petroleum contamination was discovered in the soil and groundwater during the removal of four (4) USTs at the site in 1990-91, and again during the removal of two (2) USTs at the site on July 8, 2003. Soil and groundwater sampling was subsequently completed to determine the extent of contamination. Low levels of soil and groundwater contamination remain on site in the immediate vicinity of the previous UST excavation pits. IDEM issued a No Further Action Approval Determination on July 2, 2004. Excavation for this project will occur approximately 0.18 mile northeast of the previous UST excavation pits and not within or adjacent to the immediate vicinity of the contaminated soil and groundwater. No impact is expected.
- Viking, Incorporated, AI ID # 54335, is mapped at 2605 Lafayette Road, approximately 0.49 mile south of the project area, but the correct address is 2740 Business 30 East in Columbia City, Indiana. In an IDEM incident report, it was stated that a leak of heating oil occurred, resulting in the removal of 600 cubic yards of contaminated soil. Once the contaminated soil was removed, the remaining land was treated. No impact is expected.

Institutional Controls: *One (1) unmapped institutional controls site is located within the 0.5 mile search radius. Gas America #56 / Speedway 8037, 2605 Lafayette Road, AI ID # 42264, is the site of an active gas station located approximately 0.49 mile south of the project area. An ERC was recorded with Montgomery County on April 21, 2011. The ERC specifically prohibits the use of groundwater, restricts the excavation of soil, and requires the asphalt/concrete pavement to remain in place as a barrier. The extent of contamination is restricted to the limits depicted in the ERC documentation and does not extend within or adjacent to the project area. No impact is expected.

NPDES Facilities: *Four (4) NPDES facilities are located within the 0.5 mile search radius. However, the property for one (1) NPDES Facility mapped outside of the project area is actually located within the 0.5 mile search radius (Permit Number INRA03176). The property for one (1) NPDES Facility is incorrectly mapped within the project area (Permit Number IN0038741). The IDEM nSITE Explorer was used to obtain details for the following NPDES Facilities.

- Allen Truck Sales Garage, 2989 Industrial Boulevard, Permit Number INRA00886, is located approximately 0.33 mile southwest of the project area. IDEM issued an Administrative Termination of Permit letter for the permit on June 8, 2023. No impact is expected.
- Holiday Inn Crawfordsville, 2500 Lafayette Road, Permit Number IN0038741, is mapped approximately 0.48 mile south of the project area, but the address is actually located 0.58 mile south of the project area. No impact is expected.
- INDOT Unit Building, 100 N Senate Avenue, Permit Number INRA02218, is located 0.11 mile southwest of the project area. The permit for this facility expired September 10, 2023. No impact is expected.

- US Aggregates Incorporated Crawfordsville Sand and Gravel, 3607 US Highway 231 North, Permit Number INRA11818, is mapped approximately 0.38 mile northwest of the project area. However, the property is located within the project area. The permit for this facility expires May 18, 2028. Coordination with US Aggregates Incorporated will occur.
- Indiana Municipal Power Agency Park Crawfordsville 3, Concord Road and I-74, Permit Number INRA03176, is mapped outside the 0.5 mile search radius. However, the property is located approximately 0.32 mile southeast of the project area. The construction stormwater permit for this facility expired April 2, 2024. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Montgomery County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at (https://www.in.gov/dnr/nature-preserves/files/np_montgomery.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

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. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment (Indiana Gas Co. Inc.) crosses the project area and one (1) pipeline segment (Indiana Gas Co. Inc.) is located adjacent to the east of the project area. Coordination with INDOT Utilities and Railroads should occur.

WATER RESOURCES: A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur for the following features:

- One (1) wetland polygon is located adjacent to the project area.


MINING/MINERAL EXPLORATION:

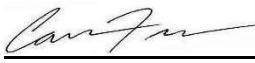
Mineral Resources: One (1) mineral resource facility (Heritage Aggregates, LLC) is located within the project area. Coordination with Heritage Aggregates, LLC, will occur.

HAZARDOUS MATERIAL CONCERNS:

NPDES Facilities: US Aggregates Incorporated Crawfordsville Sand and Gravel, 3607 US Highway 231 North, Permit Number INRA11818, is located within the project area. The permit for this facility expires May 18, 2028. Coordination with US Aggregates Incorporated will occur.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Prepared by: 
Leigh J. Fehlman
Ecologist / NEPA Specialist
Clark Dietz, Inc.

QA/QC Completed by: 
Cameron D. Fraser
NEPA Specialist
Clark Dietz, Inc.

INDOT ESD concurrence: Shelby O'Neal  Digitally signed by Shelby O'Neal
Date: 2024.09.24 09:45:45 -04'00' (Signature)

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES **Removed to avoid duplication - See Appendix B**

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure I-74 and US 231 Intersection Des. No. 2300695, Access Control Montgomery County, Indiana



Sources: 0.1 0.05 0 0.1 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

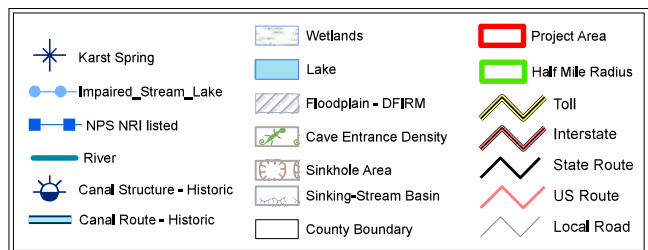
I-74 and US 231 Intersection

Des. No. 2300695, Access Control

Montgomery County, Indiana



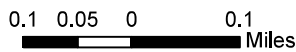
Sources: 0.1 0.05 0 0.1 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Red Flag Investigation - Mining and Mineral Exploration
 I-74 and US 231 Intersection
 Des. No. 2300695, Access Control
 Montgomery County, Indiana



Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



Oil and Gas Wells	County Boundary	Toll
Mineral Resources	Project Area	Interstate
Mine - Surface	Half Mile Radius	State Route
Mine - Underground		US Route
		Local Road

Red Flag Investigation - Hazardous Material Concerns

I-74 and US 231 Intersection

Des. No. 2300695, Access Control

Montgomery County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.15 0.07 0 0.15
Miles

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

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