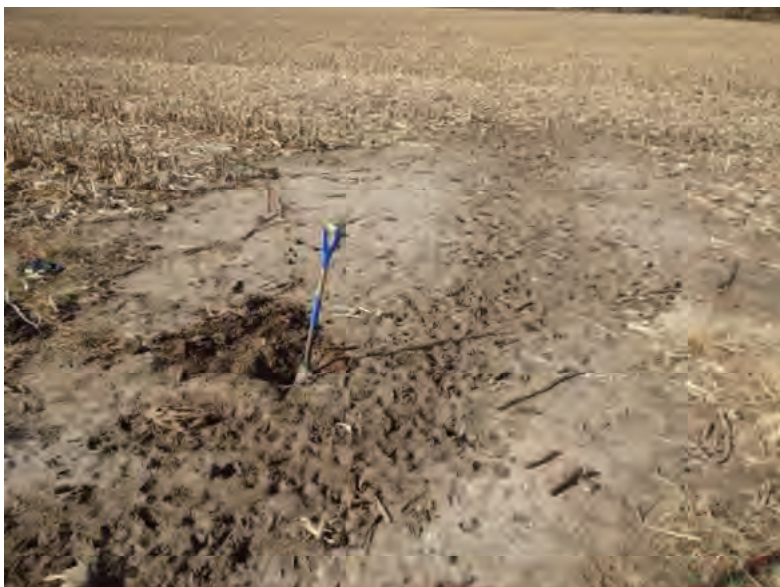




Picture 501: Upland area, DP82 - soil profile, 11/05/2019 (Exhibit 6AA)



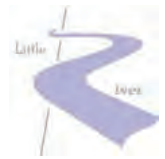
Picture 502: Upland area, DP82 - pit, 11/05/2019 (Exhibit 6AA)



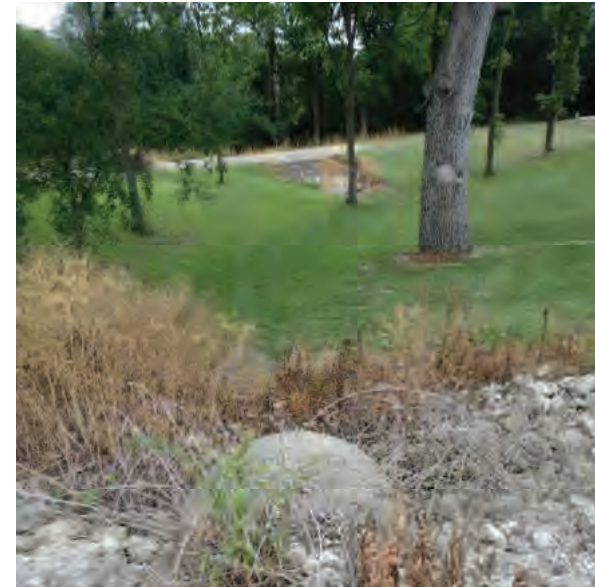
Picture 503: Looking north at the upland area surrounding DP 82 located on the north side of SR 26, west of Channel 5, 11/05/2019 (Exhibit 6AA)



Picture 504: Looking southwest along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AA)



Picture 505: Looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AA)



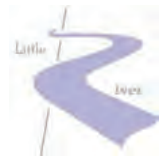
Picture 506: Looking south at grassed area, riprap, and the south opening of structure CV 026 86 15.45 on the south side of SR 26, 07/16/2019 (Exhibit 6AB)



Picture 507: Looking south at grassed area, riprap, and the south opening of structure CV 026 86 15.45 on the south side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 508: Looking north at the southern opening of structure CV 026 86 15.45 on the south side of SR 26, 05/04/2020 (Exhibit 6AB)



*Picture 509: Looking south at grassy area, south of the structure and SR 26; no channel observed, 05/04/2020 (Exhibit 6AB)*



*Picture 510: Looking north at Channel 6 from the top of the north side of structure CV 026 86 15.45, 07/16/2019 (Exhibit 6AB)*



*Picture 511: Looking north at Channel 6 and the top of the north side of structure CV 026 86 15.45 on the north side of SR 26, 05/04/2020 (Exhibit 6AB)*



*Picture 512: Looking east at the northern opening to the structure and riprapped roadside ditch leading to it, 05/04/2020 (Exhibit 6AB)*



Picture 513: Looking west at the northern opening to the structure and riprapped roadside ditch leading to it, 05/04/2020 (Exhibit 6AB)



Picture 514: Looking south, downstream, along Channel 6, at the northern opening of the structure on the northern side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 515: Looking north, upstream, along Channel 6 on the north side of SR 26; no OHWM or defined bed and bank observed, 05/04/2020 (Exhibit 6AB)



Picture 516: Looking west along the riprapped roadside ditch that leads to the south opening of structure CV 026 86 15.45 on the south side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 517: Looking east towards UNT7 to Big Pine Creek along a grassy area on the south side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 518: Looking west along a roadside ditch on the north side of SR 26, east of Channel 6 and west of UNT7 to Big Pine Creek, 05/04/2020 (Exhibit 6AB)



Picture 519: Looking east along a roadside ditch, towards UNT7 to Big Pine Creek, on the north side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 520: Looking west along a grassed slope on the south side of SR 26, west of UNT7 to Big Pine Creek, 05/04/2020 (Exhibit 6AB)



Picture 521: Looking east along a grassed slope towards UNT7 to Big Pine Creek, on the south side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 522: Upland area, DP79 - soil profile, 11/05/2019 (Exhibit 6AB) (Exhibit 6AB)



Picture 523: Upland area, DP79 – pit, 11/05/2019 (Exhibit 6AB)



Picture 524: Looking east at the upland area surrounding DP79, located north of Big Pine Creek and south of SR 26, 11/05/2019 (Exhibit 6AB)



Picture 525: Looking south, downstream, at the junction of UNT7 to Big Pine Creek and Big Pine Creek, from the southern edge of SR 26, 07/16/2019 (Exhibit 6AB)



Picture 526: Looking south, downstream, at the junction of UNT7 to Big Pine Creek and Big Pine Creek, from the southern edge of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 527: Looking south, downstream, at the junction of UNT7 to Big Pine Creek and Big Pine Creek, from within the structure, 05/04/2020 (Exhibit 6AB)



Picture 528: Looking southwest, downstream, along Big Pine Creek, from the southern opening of the structure, 05/04/2020 (Exhibit 6AB)



Picture 529: Looking southeast, upstream, along Big Pine Creek, from the south opening of structure 026-86-08172, 05/04/2020 (Exhibit 6AB)



Picture 530: Looking north, upstream, at UNT7 to Big Pine Creek from the top of structure 026-86-08172 on the north side of SR 26, 07/16/2019 (Exhibit 6AB)



Picture 531 : Looking north, upstream, at UNT7 to Big Pine Creek from the northern edge of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 532: Looking south, downstream, along UNT7 TO Big Pine Creek, on the north side of SR 26, 05/04/2020 (Exhibit 6AB)





Picture 533: Looking northwest, upstream, along UNT7 to Big Pine Creek, on the north side of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 534: Wetland 33, DP80 (wetland point) - soil profile, 11/05/2019 (Exhibit 6AB)



Picture 535: Wetland 33, DP80 (wetland point) – pit, 11/05/2019 (Exhibit 6AB)



Picture 536: Looking southeast at the surface water and wetland conditions surrounding DP 80 on the north side of SR 26, adjacent to E Akers Rd, 11/05/2019 (Exhibit 6AB)



Picture 537: Wetland 33, DP81 (upland point) - soil profile, 11/05/2019 (Exhibit 6AB)



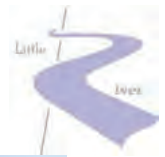
Picture 538: Wetland 33, DP81 (upland point) – pit, 11/05/2019 (Exhibit 6AB)



Picture 539: Looking south at the upland conditions surrounding DP 81, on the north side of SR 26, adjacent to E Akers Rd, 11/05/2019 (Exhibit 6AB)



Picture 540: Looking west at Wetland 33, located on the north side of SR 26, within a roadside ditch, adjacent to E Akers Rd, 11/05/2019 (Exhibit 6AB)



Picture 541: Looking west at Wetland 33 and the roadside ditch along the north side of SR 26, adjacent to E Akers Rd, 05/04/2020 (Exhibit 6AB)



Picture 542: Looking east along a roadside ditch towards SR 55, on the north side of SR 26, adjacent to E Akers Rd, 05/04/2020 (Exhibit 6AB)



Picture 543: Looking southwest along Big Pine Creek towards UNT7 to Big Pine Creek from the south side of SR 26, 11/05/2019 (Exhibit 6AB)



Picture 544: Looking northwest along Big Pine Creek, at the south opening of structure 026-86-08172 and junction of Big Pine Creek and UNT7 to Big Pine Creek, 11/05/2019 (Exhibit 6AB)



Picture 545: Upland area, DP77 - soil profile, 11/05/2019 (Exhibit 6AB)



Picture 546: Upland area, DP77 - pit, 11/05/2019 (Exhibit 6AB)



Picture 547: Looking west at the upland area surrounding DP 77, south of SR 26 and east of Big Pine Creek, 11/05/2019 (Exhibit 6AB)



Picture 548: Looking west along a grassed slope on the south side of SR 26, adjacent to SR 55, 05/04/2020 (Exhibit 6AB)



Picture 549: Looking south along a grassed slope on the west side of SR 55, south of SR 26, 05/04/2020 (Exhibit 6AB)



Picture 550: Looking north along a grassed slope on the east side of SR 55, adjacent to the northern junction of SR 26 and SR 55, 05/04/2020 (Exhibit 6AB)



Picture 551: Looking south along a grassed slope on the east side of SR 55, adjacent to the northern junction of SR 26 and SR 55, 05/04/2020 (Exhibit 6AB)



Picture 552: Upland area, DP78 - soil profile, 11/05/2019 (Exhibit 6AB)



*Picture 553: Upland area, DP78 – pit, 11/05/2019 (Exhibit 6AB)*



*Picture 554: Looking southeast at the upland area surrounding DP 78, located at the base of the western roadside slope of SR 55 and south of SR 26, 11/05/2019 (Exhibit 6AB)*



*Picture 555: Looking west along Big Pine Creek, west of the structure on the north bank of Big Pine Creek 11/05/2019 (Exhibit 6AC)*



*Picture 556: Filler shot for PP215 - Looking east along Big Pine Creek, at the west side of the structure, from the north bank of Big Pine Creek 11/05/2019 (Exhibit 6AC)*



Picture 557: Looking west along Big Pine Creek at the east side of the structure, from the north bank of Big Pine Creek 11/05/2019 (Exhibit 6AC)



Picture 558: Looking east along Big Pine Creek, east of the structure, on the north bank of Big Pine Creek 11/05/2019 (Exhibit 6AC)



Picture 559: Looking west, at the east side of the structure and several bird nests; these nests were present in several areas on the structure 11/05/2019 (Exhibit 6AC)



Picture 560: Looking west along Big Pine Creek from western side of structure (26)55-86-05834 B, 05/04/2020 (Exhibit 6AC)



Picture 561: Looking east along Big Pine Creek from eastern side of structure (26)55-86-05834 B, 05/04/2020 (Exhibit 6AC)



Picture 562: Looking north along the western side of SR 55 within Pine Village, north of the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AC)



Picture 563: Looking south along the western side of SR 55 within Pine Village, at the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AC)



Picture 564: Looking north along the eastern side of SR 55 within Pine Village, north of the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AC)





Picture 565: Looking south along the eastern side of SR 55 within Pine Village, at the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AC)



Picture 566: Looking west, toward the southern junction of SR 26 and SR 55, along the southern side of SR 26 within Pine Village, 05/07/2020 (Exhibit 6AD)



Picture 567: Looking east along the southern side of SR 26 within Pine Village, east of the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AD)



Picture 568: Looking west, toward the southern junction of SR 26 and SR 55, along the north side of SR 26 within Pine Village, 05/07/2020 (Exhibit 6AD)



*Picture 569: Looking east along the northern side of SR 26 within Pine Village, east of the southern junction of SR 26 and SR 55, 05/07/2020 (Exhibit 6AD)*



*Picture 570: Looking west along the north side of SR 26, adjacent to Pine Village Elementary School, 05/04/2020 (Exhibit 6AD)*



*Picture 571: Looking east along the north side of SR 26, adjacent to Pine Village Elementary School, 05/04/2020 (Exhibit 6AD)*



*Picture 572: Looking west along a roadside ditch on the south side of SR 26, adjacent to Pine Village Elementary School, 05/04/2020 (Exhibit 6AD)*



Picture 573: Looking east along a roadside ditch on the south side of SR 26, adjacent to Pine Village Elementary School, 05/04/2020 (Exhibit 6AD)



Picture 574: looking west, towards town, along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AE)



Picture 575: looking east, away from town, along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AE)



Picture 576: looking west, towards town, along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AE)



Picture 577: looking east, away from town, along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AE)



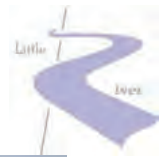
Picture 578: Upland Area, DP65 - soil profile, 09/10/2019 (Exhibit 6AE)



Picture 579: Upland Area, DP65 – soil pit, 09/10/2019 (Exhibit 6AE)



Picture 580: looking northeast at upland area surrounding DP65 at the edge of an agricultural field on the north side of SR 26, 09/10/2019 (Exhibit 6AE)



*Picture 581: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AE)*



*Picture 582: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AE)*



*Picture 583: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AE)*



*Picture 584: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AE)*



Picture 585: Upland area, DP53 - soil profile, 09/04/2019 (Exhibit 6AF)



Picture 586: Upland area, DP53 – pit, 09/04/2019 (Exhibit 6AF)



Picture 587: looking west at the upland area surrounding DP53 located on the north side of SR 26, adjacent to the intersection of N 450 E and SR 26, 09/04/2019 (Exhibit 6AF)



Picture 588: looking east along a roadside ditch on the south side of SR 26, adjacent to N 450 E, 05/04/2020 (Exhibit 6AF)



Picture 589: looking east along a roadside ditch on the north side of SR 26, adjacent to N 450 E, 05/04/2020 (Exhibit 6AF)



Picture 590: looking west along a grassed roadside ditch on the south side of SR 26, east of N 450 E, 09/04/2019 (Exhibit 6AF)



Picture 591: looking east along a grassed roadside ditch on the south side of SR 26, east of N 450 E, 09/04/2019 (Exhibit 6AF)



Picture 592: looking west along a grassed roadside ditch, on the north side of SR 26, east of N 450 E, 09/04/2019 (Exhibit 6AF)



Picture 593: looking east along a grassed roadside ditch on the north side of SR 26, east of N 450 E, 09/04/2019 (Exhibit 6AF)



Picture 594: Wetland 23, DP54 (wetland point) - soil profile, 09/04/2019 (Exhibit 6AF)



Picture 595: Wetland 23, DP54 (wetland point) – pit, 09/04/2019 (Exhibit 6AF)



Picture 596: looking north at the stunted soybeans and wetland conditions surrounding DP54 on the north side of SR 26, 09/04/2019 (Exhibit 6AF)





Picture 597: Wetland 23, DP55 (upland point) - soil profile, 09/04/2019 (Exhibit 6AF)



Picture 598: Wetland 23, DP55 (upland point) – pit, 09/04/2019 (Exhibit 6AF)



Picture 599: looking north at the upland conditions surrounding DP55 on the north side of SR 26, 09/04/2019 (Exhibit 6AF)



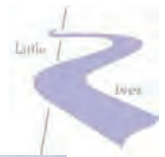
*Picture 600: looking north at Wetland 23, located east of N 450 E, on the north side of SR 26, 09/04/2019 (Exhibit 6AF)*



*Picture 601: looking south, at the southern opening of structure CLV 026 86 17.19 on the south side of SR 26; no channel present, 07/19/2019 (Exhibit 6AF)*



*Picture 602: looking north, at the northern opening of structure CLV 026 86 17.19 on the south side of SR 26; no channel present, 07/19/2019 (Exhibit 6AF)*



*Picture 603: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AF)*



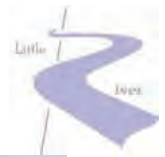
*Picture 604: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AF)*



*Picture 605: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AF)*



*Picture 606: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AF)*



Picture 607: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)



Picture 608: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)



Picture 609: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AG)



Picture 610: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)



*Picture 611: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AG)*



*Picture 612: looking east along a roadside ditch on the south side of SR 26, 05/04/2020*



*Picture 613: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)*



*Picture 614: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)*



*Picture 615: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AG)*



*Picture 616: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AG and Exhibit 6AH)*



*Picture 617: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG)*



*Picture 618: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AG and Exhibit 6AH)*



*Picture 619: looking west along a roadside ditch on the south side of SR 26, 05/07/2020 (Exhibit 6AH)*



*Picture 620: looking east along a roadside ditch on the south side of SR 26, 05/07/2020 (Exhibit 6AH)*



*Picture 621: looking west along a roadside ditch on the north side of SR 26, 05/07/2020 (Exhibit 6AH)*



*Picture 622: looking east along a roadside ditch on the north side of SR 26, 05/07/2020 (Exhibit 6AH)*



Picture 623: looking south at the mostly buried opening of structure CLV 026 86 18.00 on the south side of SR 26; no channel present, 07/19/2019 (Exhibit 6AH)



Picture 624: looking north at the mostly buried opening of structure CLV 026 86 18.00 on the north side of SR 26; no channel present, 07/19/2019 (Exhibit 6AH)



Picture 625: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AH)



Picture 626: looking east along a roadside ditch on the south side of SR 26, toward Wetland 24, 05/04/2020 (Exhibit 6AH)





Picture 627: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AH)



Picture 628: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AH)



Picture 629: Upland area, DP56 - soil profile, 09/04/2019 (Exhibit 6AI)



Picture 630: Upland area, DP56 – pit, 09/04/2019 (Exhibit 6AI)



Picture 631: looking southwest at the upland area surrounding DP56 – location, 09/04/2019 (Exhibit 6AI)



Picture 632: looking east at Wetland 24, located on the south side of SR 26, within a mown lawn in front of several silos, west of N 600 E, 09/04/2019 (Exhibit 6AI)



Picture 633: Wetland 24, DP57 (wetland point) - soil profile, 09/04/2019 (Exhibit 6AI)



Picture 634: Wetland 24, DP57 (wetland point) – pit, 09/04/2019 (Exhibit 6AI)



Picture 635: looking east at stressed plants and wetland conditions surrounding DP57 on the south side of SR 26, 09/04/2019 (Exhibit 6AI)



Picture 636: Wetland 24, DP58 (upland point) - soil profile, 09/04/2019 (Exhibit 6AI)



Picture 637: Wetland 24, DP58 (upland point) – pit, 09/04/2019 (Exhibit 6AI)



Picture 638: looking northwest at the upland area surrounding DP58, on the south side of SR 26, 09/04/2019 (Exhibit 6AI)



*Picture 639: looking west along a mowed grass lawn on the north side of SR 26, east of Wetland 24, 05/04/2020 (Exhibit 6A1)*



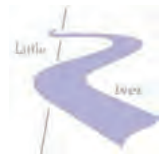
*Picture 640: looking east along a roadside ditch on the north side of SR 26, east of Wetland 24, 05/04/2020 (Exhibit 6A1)*



*Picture 641: looking west, along a roadside ditch, towards Wetland 24 on the south side of SR 26, east of Wetland 24, 05/04/2020 (Exhibit 6A1)*



*Picture 642: looking east along a roadside ditch, on the south side of SR 26, east of Wetland 24, 05/04/2020 (Exhibit 6A1)*



Picture 643: looking south at Channel 7, located on the south side of SR 26, west of N 600 E, 07/19/2019 (Exhibit 6AI)



Picture 644: looking south at Channel 7, located on the south side of SR 26, west of N 600 E, 05/04/2020 (Exhibit 6AI)



Picture 645: looking north at the south opening of structure CLV 026 86 18.25 and the start of Channel 7 on the south side of SR 26, 05/04/2020 (Exhibit 6AI)



Picture 646: looking north at the roadside ditch where the north opening of structure CLV 026 86 18.25 is located, on the north side of SR 26; no channel present, 07/19/2019 (Exhibit 6AI)



Picture 647: looking north at the roadside ditch where the north opening of structure CLV 026 86 18.25 is located, on the north side of SR 26; no channel present, 05/04/2020 (Exhibit 6AI)



Picture 648: looking south at the north opening of structure CLV 026 86 18.25, on the north side of SR 26, 05/04/2020 (Exhibit 6AI)



Picture 649: looking west along a roadside ditch on the south side of SR 26, adjacent to N 600 E, 05/04/2020 (Exhibit 6AI)



Picture 650: looking east, toward N 600 E, along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AI)



Picture 651: looking west along a roadside ditch on the north side of SR 26, adjacent to N 600 E, 05/04/2020 (Exhibit 6AI)



Picture 652: looking east, toward N 600 E, along a roadside ditch on the north side of SR 26, adjacent to N 600 E, 05/04/2020 (Exhibit 6AI)



Picture 653: looking east at Wetland 25, located on the south side of SR 26, adjacent to N 600 E, 09/05/2019 (Exhibit 6AJ)



Picture 654: looking east at Wetland 25, located on the south side of SR 26, adjacent to N 600 E, 05/04/2020 (Exhibit 6AJ)



Picture 655: Wetland 25, DP59 (wetland point) - soil profile, 09/05/2019 (Exhibit 6AJ)



Picture 656: Wetland 25, DP59 (wetland point) – pit, 09/05/2019 (Exhibit 6AJ)

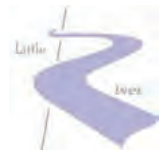


Picture 657: looking east at the wetland conditions and reed canarygrass surrounding DP59, on the south side of SR 26, 09/05/2019 (Exhibit 6AJ)



Picture 658: Wetland 25, DP60 (upland point) - soil profile, 09/05/2019 (Exhibit 6AJ)





Picture 659: Wetland 25, DP60 (upland point) – pit, 09/05/2019 (Exhibit 6AJ)



Picture 660: looking southwest at the upland conditions surrounding DP60, on the south side of SR 26, 09/05/2019 (Exhibit 6AJ)



Picture 661: looking east, towards Wetland 27, along a roadside ditch on the north side of SR 26, adjacent to N 600 E, 05/04/2020 (Exhibit 6AJ)



Picture 662: looking north at a scour hole backfilled with riprap adjacent to the north opening of structure CLV 026 86 18.49, east of N 600 E; no channel present 07/19/2019 (Exhibit 6AJ)



Picture 663: looking north at a scour hole backfilled with riprap adjacent to the north opening of structure CLV 026 86 18.49, east of N 600 E; no channel present, 05/04/2020 (Exhibit 6AJ)



Picture 664: looking south at a scour hole backfilled with riprap adjacent to the north opening of structure CLV 026 86 18.49, east of N 600 E, 05/04/2020 (Exhibit 6AJ)



Picture 665: looking south over the south opening of structure CLV 026 86 18.49, at Wetland 25, on the south side of SR 26, east of N 600 E, 07/19/2019 (Exhibit 6AJ)



Picture 666: looking south over the south opening of structure CLV 026 86 18.49, at Wetland 25, on the south side of SR 26, east of N 600 E, 05/04/2020 (Exhibit 6AJ)



Picture 667: looking north at the south opening of structure CLV 026 86 18.49 and Wetland 25, on the south side of SR 26, east of N 600 E, 05/04/2020 (Exhibit 6AJ)



Picture 668: Wetland 27, DP63 (wetland point) - soil profile, 09/05/2019 (Exhibit 6AJ)



Picture 669: Wetland 27, DP63 (wetland point) – pit, 09/05/2019 (Exhibit 6AJ)



Picture 670: looking west at the wetland conditions surrounding DP63 on the north side of SR 26, 09/05/2019 (Exhibit 6AJ)



Picture 671: Wetland 27, DP64 (upland point) - soil profile, 09/05/2019 (Exhibit 6AJ)



Picture 672: Wetland 27, DP64 (upland point) – pit, 09/05/2019 (Exhibit 6AJ)



Picture 673: looking northeast at the upland conditions surrounding DP 64 on the north side of SR 26, 09/05/2019 (Exhibit 6AJ)



Picture 674: looking west, towards N 600 E, at Wetland 27, located on the north side of SR 26 and just east of N 600 E, 09/05/2019 (Exhibit 6AJ)



Picture 675: Wetland 26, DP61 (wetland point) - soil profile, 09/05/2019 (Exhibit 6AJ)



Picture 676: Wetland 26, DP61 (wetland point) – pit, 09/05/2019 (Exhibit 6AJ)



Picture 677: looking east at the reed canarygrass and wetland conditions surrounding DP 61, 09/05/2019 (Exhibit 6AJ)



Picture 678: Wetland 26, DP62 (upland point) - soil profile, 09/05/2019 (Exhibit 6AJ)



Picture 679: Wetland 26, (upland point) DP62 – pit, 09/05/2019 (Exhibit 6AJ)



Picture 680: looking northeast at the wetland conditions surrounding DP 62, 09/05/2019 (Exhibit 6AJ)



Picture 681: Looking west at Wetland 26, located on the north side of SR 26, east of N 600 E and Wetland 27, 09/05/2019 (Exhibit 6AJ)



Picture 682: looking west at Wetland 25, located on the south side of SR 26 in a roadside ditch east of N 600 E, 09/05/2019 (Exhibit 6AJ)



Picture 683: looking west along a grassed buffer on the south side of SR 26, east of Wetland 25, 05/04/2020 (Exhibit 6AK)



Picture 684: looking east along a grassed buffer on the south side of SR 26, east of Wetland 25, 05/04/2020 (Exhibit 6AK)



Picture 685: looking west along a roadside ditch on the north side of SR 26, east of Wetland 26, 05/04/2020 (Exhibit 6AK)



Picture 686: looking east along a mowed lawn on the north side of SR 26, east of Wetland 26, 05/04/2020 (Exhibit 6AK)



Picture 687: looking south at a mostly obstructed stand pipe and roadside ditch on the south side of SR 26, east of Wetland 25; no channel present, 07/19/2019 (Exhibit 6AK)



Picture 688: looking north at an obscured stand pipe and reed canarygrass within a roadside ditch on the north side of SR 26, east of Wetland 26; no channel present, 07/19/2019 (Exhibit 6AK)



Picture 689: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 690: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AK)





Picture 691: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 692: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 693: looking west along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 694: looking east along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 695: looking west along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AK)



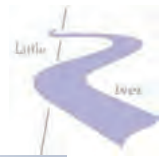
Picture 696: looking east along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AK)



Picture 697: looking west along a mowed lawn and gravel shoulder on the south side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AL)



Picture 698: looking east along a roadside ditch on the south side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AL)



*Picture 699: looking west along a roadside ditch on the north side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AL)*



*Picture 700: looking east along a mowed lawn on the north side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AL)*



*Picture 701: looking west along a roadside ditch on the south side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AM)*



*Picture 702: looking east along a roadside ditch on the south side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AM)*



Picture 703: looking west along a mown roadside ditch on the north side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AM)



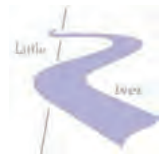
Picture 704: looking east along a mown lawn on the north side of SR 26, west of N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 705: Upland area, DP 93 – soil profile, 05/07/2020 (Exhibit 6AM)



Picture 706: Upland area, DP 93 – pit, 05/07/2020 (Exhibit 6AM)



Picture 707: looking northeast at DP 93 from the edge of the roadway on the north side of SR 26, west of N 725 E, 05/07/2020 (Exhibit 6AM)



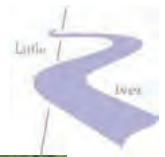
Picture 708: Looking west along a roadside ditch on the south side of SR 26, adjacent to N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 709: Looking west along a roadside ditch on the north side of SR 26, adjacent to N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 710: Looking east along a roadside ditch on the south side of SR 26, adjacent to N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 711: Looking east along a roadside ditch on the north side of SR 26, adjacent to N 725 E, 05/04/2020 (Exhibit 6AM)



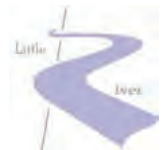
Picture 712: looking south at the mostly buried opening of CLV 026 86 19.79 and a roadside ditch on the south side of SR 26, east of N 725 E, 07/19/2019 (Exhibit 6AM)



Picture 713: looking north at the mostly buried opening of CLV 026 86 19.79 and a roadside ditch on the north side of SR 26, east of N 725 E, 07/19/2019 (Exhibit 6AM)



Picture 714: Looking west, towards N 725 E, along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AM)



Picture 715: Looking east along a roadside ditch on the south side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 716: looking west along, towards N 725 E, along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AM)



Picture 717: looking east along a roadside ditch on the north side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AM)



Picture 718: looking west along a roadside ditch on the south side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AN)



*Picture 719: looking east along a roadside ditch on the south side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AN)*



*Picture 720: looking west along a roadside ditch and mown lawn on the north side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AN)*



*Picture 721: looking east along a roadside ditch within a mown lawn on the north side of SR 26, east of N 725 E, 05/04/2020 (Exhibit 6AN)*



*Picture 722: looking west along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)*





Picture 723: looking east along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 724: looking west along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 725: looking east along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 726: looking west along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 727: looking east along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 728: looking west along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 729: looking east along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 730: looking northwest along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 731: looking southeast along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



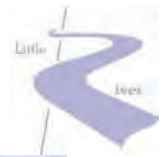
Picture 732: looking northwest along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 733: looking southeast along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AO)



Picture 734: looking northwest along a roadside ditch on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AP)



*Picture 735: looking south at the south opening of structure CLV 026 86 20.87 within a mown lawn on the south side of SR 26, east of N 725 E and west of N 875 E, 07/19/2019 (Exhibit 6AP)*



*Picture 736: looking southeast along a roadside ditch, at the south opening of structure CLV 026 86 20.87 on the south side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AP)*



*Picture 737: looking northwest along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AP)*



*Picture 738: looking northeast at the north opening of structure CLV 026 86 20.87 on the north side of SR 26, east of N 725 E and west of N 875 E; no channel present, 07/19/2019 (Exhibit 6AP)*



Picture 739: looking southeast along a roadside ditch on the north side of SR 26, east of N 725 E and west of N 875 E, 05/04/2020 (Exhibit 6AP)



Picture 740: Wetland 28, DP66 (wetland point) - soil profile, 09/10/2019 (Exhibit 6AQ)



Picture 741: Wetland 28, (wetland point) DP66 – pit, 09/10/2019 (Exhibit 6AQ)



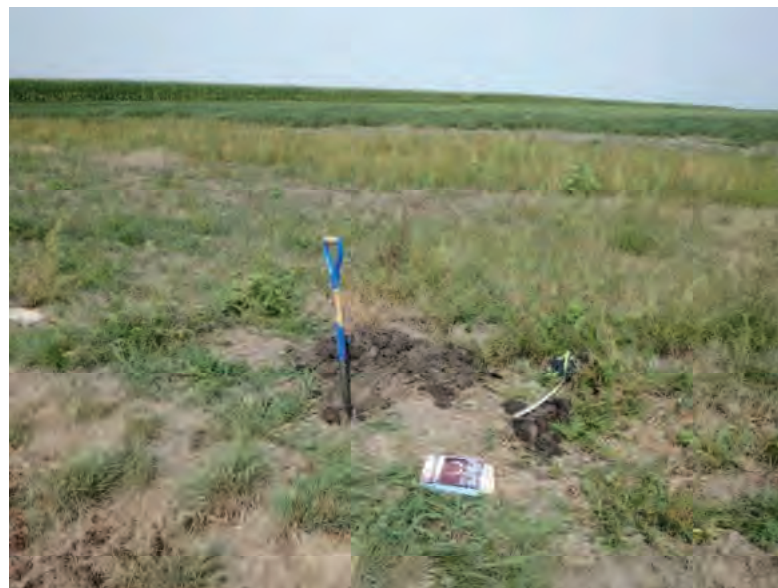
Picture 742: looking north at the stunted/stressed plants and wetland conditions surrounding DP66, 09/10/2019 (Exhibit 6AQ)



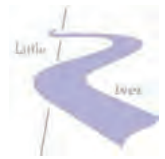
Picture 743: Wetland 28, DP67 (wetland point) - soil profile, 09/10/2019 (Exhibit 6AQ)



Picture 744: Wetland 28, DP67 (wetland point) – pit, 09/10/2019 (Exhibit 6AQ)



Picture 745: looking north at the upland conditions surrounding DP67, 09/10/2019 (Exhibit 6AQ)



*Picture 746: panoramic looking north at Wetland 28, located on the north side of SR 26, west of N 875 E, 09/10/2019 (Exhibit 6AQ)*



*Picture 747: looking west along a roadside ditch on the south side of SR 26, west of N 875 E, 05/04/2020 (Exhibit 6AQ)*



*Picture 748: looking east, toward N 875 E, along a roadside ditch on the south side of SR 26, 05/04/2020 (Exhibit 6AQ)*



Picture 749: looking west along a roadside ditch on the north side of SR 26, west of N 875 E, 05/04/2020 (Exhibit 6AQ)



Picture 750: looking east, toward N 875 E, along a roadside ditch on the north side of SR 26, 05/04/2020 (Exhibit 6AQ)



Picture 751: looking south at the mostly buried south opening of structure CLV 026 86 21.22 within a roadside ditch on the south side of SR 26, just west of N 875 E, 07/19/2019 (Exhibit 6AQ)



Picture 752: looking north at the mostly buried south opening of structure CLV 026 86 21.22 and a roadside ditch on the north side of SR 26, adjacent to Wetland 29 and west of N 875 E, 07/19/2019 (Exhibit 6AQ)





Picture 753: Wetland 29, DP68 (upland point) - soil profile, 09/10/2019 (Exhibit 6AQ)



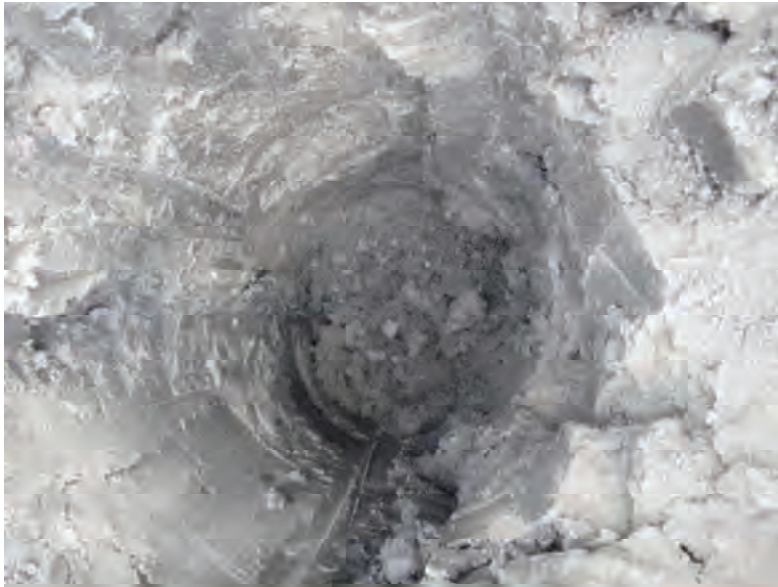
Picture 754: Wetland 29, DP68 (upland point) - pit, 09/10/2019 (Exhibit 6AQ)



Picture 755: looking north at the stunted/stressed plants and conditions surrounding DP68, 09/10/2019 (Exhibit 6AQ)



Picture 756: Wetland 29, DP69 (wetland point) - soil profile, 09/10/2019 (Exhibit 6AQ)



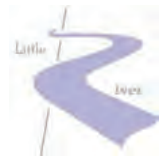
Picture 757: Wetland 29, DP69 (wetland point) – pit, 09/10/2019 (Exhibit 6AQ)



Picture 758: looking north at the stunted/stressed plants and wetland conditions surrounding DP69 (background), as well as DP68 (foreground), 09/10/2019 (Exhibit 6AQ)



Picture 759: panoramic looking north at Wetland 29, located on the north side of SR 26 and adjacent to N 875 E, 09/10/2019 (Exhibit 6AQ)



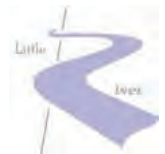
*Picture 760: looking west along a roadside ditch on the south side of SR 26, adjacent to N 875 E, 05/04/2020 (Exhibit 6AQ)*



*Picture 761: looking east along a roadside ditch on the south side of SR 26, adjacent to N 875 E, 05/04/2020 (Exhibit 6AQ)*



*Picture 762: looking west along a roadside ditch on the north side of SR 26, adjacent to N 875 E, 05/04/2020 (Exhibit 6AQ)*



Picture 763: looking east along a roadside ditch on the north side of SR 26, adjacent to N 875 E, 05/04/2020 (Exhibit 6AQ)



Picture 764: looking south at the mostly buried opening of structure CLV 026 86 21.22 and a roadside ditch on the south side of SR 26, east of N 875 E, 07/19/2019 (Exhibit 6AQ)



Picture 765: looking north at the opening of structure CLV 026 86 21.22 and a roadside ditch on the north side of SR 26, east of N 875 E, 07/19/2019 (Exhibit 6AQ)



Picture 766: looking west along a roadside ditch on the south side of SR 26, east of N 875 E, 05/04/2020 (Exhibit 6AR)



Picture 767: looking east along a roadside ditch on the south side of SR 26, east of N 875 E 05/04/2020 (Exhibit 6AR)



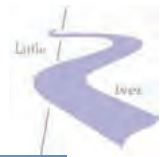
Picture 768: looking west along a roadside ditch on the north side of SR 26, east of N 875 E 05/04/2020 (Exhibit 6AR)



Picture 769: looking east along a roadside ditch on the north side of SR 26, east of N 875 E 05/04/2020 (Exhibit 6AR)



Picture 770: looking south at the mostly buried opening of structure CLV 026 86 21.52 within the roadside ditch, and a grassed waterway along the south side of SR 26; no channel present, 07/19/2019 (Exhibit 6AR)



Picture 771: looking north at the mostly buried opening of structure CLV 026 86 21.52 within a roadside ditch on the north side of SR 26, 07/19/2019 (Exhibit 6AR)



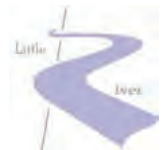
Picture 772: looking west along a roadside ditch on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AR)



Picture 773: looking east along a roadside ditch on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AR)



Picture 774: looking west along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AR)



*Picture 775: looking east along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AR)*



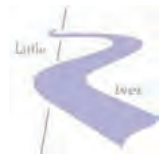
*Picture 776: looking west at the completely buried opening of structure CLV 026 86 21.68 and investigated non-wetland area on the south side of SR 26, east of N 875 E and west of Holder Ditch 07/19/19 (Exhibit 6AR)*



*Picture 777: looking east at the completely buried opening of structure CLV 026 86 21.68 on the north side of SR 26, east of N 875 E and west of Holder Ditch, 07/19/19 (Exhibit 6AR)*



*Picture 778: looking west along a roadside ditch on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



*Picture 779: looking east along a roadside ditch on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



*Picture 780: looking west along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*

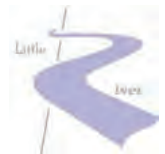


*Picture 781: looking east along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



*Picture 782: looking southwest at the mostly buried opening of structure CLV 026 86 20.87 within a roadside ditch, on the south side of SR 26, east of N 875 E and west of Holder Ditch, 07/19/2019 (Exhibit 6AS)*





*Picture 783: looking northeast at a roadside ditch, grassed waterway, where the opening of structure 026 86 20.87 is located on the north side of SR 26, east of N 875 E and west of Holder Ditch (Exhibit 6AS)*



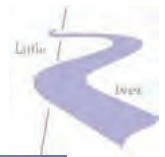
*Picture 784: looking northwest along a grassed slope on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



*Picture 785: looking southeast along a grassed slope on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



*Picture 786: looking northwest along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)*



Picture 787: looking southeast along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch 05/07/2020 (Exhibit 6AS)



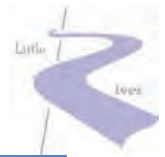
Picture 788: looking west along a grassed slope on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)



Picture 789: looking east along a grassed slope on the south side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)



Picture 790: looking west along a roadside ditch on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)



Picture 791: looking east along a grassed slope on the north side of SR 26, east of N 875 E and west of Holder Ditch, 05/07/2020 (Exhibit 6AS)



Picture 792: looking southwest, downstream, along Holder Ditch from the top of the structure 026-86-05817 B on the south side of SR 26, 05/07/2020 (Exhibit 6AT)



Picture 793: looking southwest, downstream, along Holder Ditch from beneath the structure, 07/19/2019 (Exhibit 6AT)



Picture 794: looking northeast, upstream along Holder Ditch on the south side of SR 26, 05/07/2020 (Exhibit 6AT)



Picture 795: looking southwest, downstream along Holder Ditch on the south side of SR 26, 05/07/2020 (Exhibit 6AT)



Picture 796: looking northeast, upstream along Holder Ditch from the top of the structure on the north side of SR 26, 05/07/2020 (Exhibit 6AT)



Picture 797: looking northeast, upstream along Holder Ditch from beneath the structure, 07/19/2019 (Exhibit 6AT)



Picture 798: looking southwest, downstream, along Holder Ditch on the south side of SR 26, 05/07/2020 (Exhibit 6AT)



*Picture 799: looking northeast, upstream along Holder Ditch on the north side of SR 26, 05/07/2020 (Exhibit 6AT)*



*Picture 800: looking northeast, at the underneath side of the structure to document no evidence of bats or birds, 05/07/2020 (Exhibit 6AT)*



*Picture 801: looking west along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AT)*



*Picture 802: looking east along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AT)*



Picture 803: looking west along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AT)



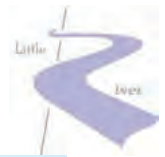
Picture 804: looking east along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AT)



Picture 805: looking west along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 806: looking east along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 807: looking west along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 808: looking east along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 809: looking west along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 810: looking east along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 811: looking west along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 812: looking east along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AU)



Picture 813: Wetland 30, DP70 (wetland point) - soil profile, 09/10/2019 (Exhibit 6AV)



Picture 814: Wetland 30, DP70 (wetland point) – pit, 09/10/2019 (Exhibit 6AV)





Picture 815: looking east at prairie cordgrass and wetland conditions surrounding DP 70 on the north side of SR 26, 09/10/2019 (Exhibit 6AV)



Picture 816: Wetland 30, DP71 (upland point) - soil profile, 09/10/2019 (Exhibit 6AV)



Picture 817: Wetland 30, DP71 (upland point) – pit, 09/10/2019 (Exhibit 6AV)



Picture 818: looking east at the upland conditions surrounding DP71 on the north side of SR 26, 09/10/2019 (Exhibit 6AV)



Picture 819: looking east at prairie cordgrass and Wetland 30, located on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 09/10/2019 (Exhibit 6AV)



Picture 820: Wetland 31, DP72 (upland point) - soil profile, 09/11/2019 (Exhibit 6AV)



Picture 821: Wetland 31, DP72 (upland point) – pit, 09/11/2019 (Exhibit 6AV)



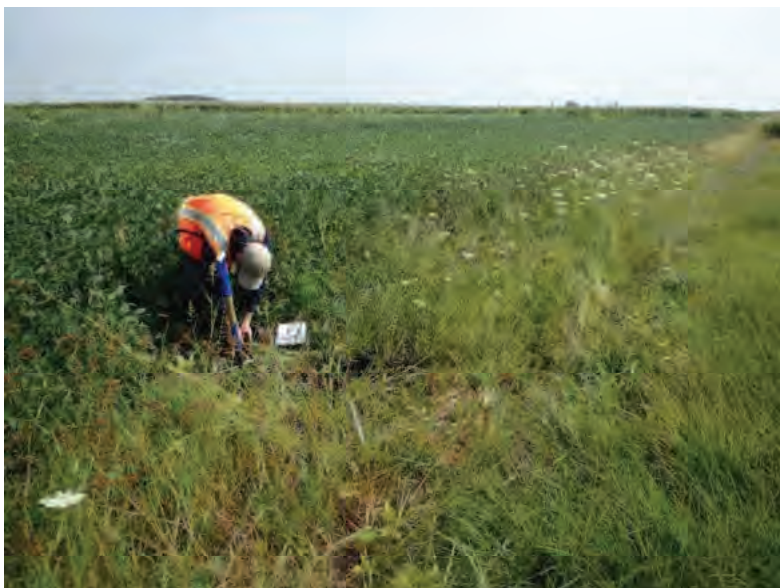
Picture 822: looking west at the upland conditions surrounding DP72 on the north side of SR 26, 09/11/2019 (Exhibit 6AV)



Picture 823: Wetland 31, DP73 (wetland point) - soil profile, 09/11/2019 (Exhibit 6AV)



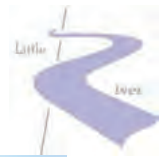
Picture 824: Wetland 31, DP73 (wetland point) – pit, 09/11/2019 (Exhibit 6AV)



Picture 825: looking northeast at the wetland conditions surrounding DP 73 on the north side of SR 26, 09/11/2019 (Exhibit 6AV)



Picture 826: looking northwest at Wetland 31, located on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 09/11/2019 (Exhibit 6AV)



Picture 827: looking west along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)



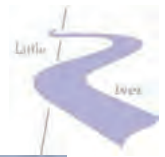
Picture 828: looking east along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)



Picture 829: looking west along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)



Picture 830: looking east along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)



*Picture 831: looking west along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)*



*Picture 832: looking east along a roadside ditch on the south side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)*



*Picture 833: looking west along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)*



*Picture 834: looking east along a roadside ditch on the north side of SR 26, east of Holder Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AV)*



*Picture 835: looking north at riprap from the top of structure CLV 026 86 23.24 over the Gephart-Magee Ditch, on the north side of SR 26; no channel present, 05/07/2020 (Exhibit 6AW)*



*Picture 836: looking south at the northern side of the structure and riprap on the north side of SR 26, 05/07/2020 (Exhibit 6AW)*



*Picture 837: looking through the structure from the north side of SR 26 to document a lack of signs of bats or birds, 05/07/2020 (Exhibit 6AW)*



*Picture 838: looking southeast, downstream, along the Gephart-Magee Ditch from the top of the structure on the south side of SR 26, 05/07/2020 (Exhibit 6AW)*



Picture 839: looking northwest, upstream, at the south opening of the structure on the south side of SR 26, 05/07/2020 (Exhibit 6AW)



Picture 840: looking southeast, downstream, along the Gephart-Magee Ditch, south of the structure, 05/07/2020 (Exhibit 6AW)



Picture 841: looking west along a roadside ditch on the south side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AW)



Picture 842: looking east along a roadside ditch on the south side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AW)



Picture 843: looking west along a roadside ditch on the north side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AW)



Picture 844: looking east along a roadside ditch on the north side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AW)



Picture 845: looking south at the mostly buried south opening of structure CLV 026 86 23.57 within a roadside ditch, east of Gephart-Magee Ditch and west of N 1100 E, 07/19/2019 (Exhibit 6AX)



Picture 846: looking north at the mostly buried north opening of the structure and a roadside ditch on the north side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 07/19/2019 (Exhibit 6AX)





Picture 847: looking west along a roadside ditch on the south side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AX)



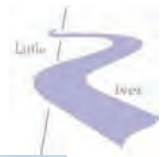
Picture 848: looking east along a roadside ditch on the south side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AX)



Picture 849: looking west along a roadside ditch on the north side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AX)



Picture 850: looking east along a roadside ditch on the north side of SR 26, east of Gephart-Magee Ditch and west of N 1100 E, 05/07/2020 (Exhibit 6AX)



Picture 851: looking south at the buried opening of structure CLV 026 86 23.94 and a roadside ditch on the south side of SR 26, east of N 1100 E and west of N 1150 E, 07/19/2019 (Exhibit 6AY)



Picture 852: looking north where the buried opening of the structure is located, within a roadside ditch on the north side of SR 26, east of N 1100 E and west of N 1150 E, 07/19/2019 (Exhibit 6AY)



Picture 853: looking west along a roadside ditch on the south side of SR 26, adjacent to N 1150 E, 05/07/2020 (Exhibit 6AY)



Picture 854: looking east along a roadside ditch on the south side of SR 26, adjacent to N 1150 E, 05/07/2020 (Exhibit 6AY)



Picture 855: looking west along a roadside ditch on the north side of SR 26, adjacent to N 1150 E, 05/07/2020 (Exhibit 6AY)



Picture 856: looking east along a roadside ditch on the north side of SR 26, adjacent to N 1150 E, 05/07/2020 (Exhibit 6AY)



Picture 857: Upland area, DP74 - soil profile, 09/11/2019 (Exhibit 6AY)



Picture 858: Upland area, DP74 – pit, 09/11/2019 (Exhibit 6AY)



Picture 859: looking west along a roadside ditch, at the upland area and corn surrounding DP74 on the south side of SR 26, east of N 1150 E and west of County Line Rd, 09/11/2019 (Exhibit 6AY)



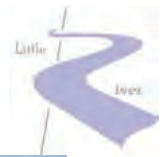
Picture 860: looking south at a stand pipe located adjacent to the south opening of structure CLV 026 86 24.14 on the south side of SR 26, east of N 1150 E and west of County Line Rd, 07/19/2019 (Exhibit 6AY)



Picture 861: looking north where the mostly buried opening of the structure is, within a roadside ditch on the north side of SR 26, east of N 1150 E and west of County Line Rd, 07/19/2019 (Exhibit 6AZ)



Picture 862: looking west along a roadside ditch on the south side of SR 26, east of N 1150 E and west of County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 863: looking east along a roadside ditch on the south side of SR 26, east of N 1150 E and west of County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 864: looking west along a roadside ditch on the north side of SR 26, east of N 1150 E and west of County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 865: looking east along a roadside ditch on the north side of SR 26, east of N 1150 E and west of County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 866: looking west along a roadside ditch on the south side of SR 26, adjacent to County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 867: looking west along a roadside ditch on the north side of SR 26, adjacent to County Line Road, 05/07/2020 (Exhibit 6AZ)



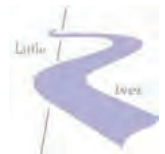
Picture 868: looking east along a roadside ditch on the south side of SR 26, adjacent to County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 869: looking east along a roadside ditch on the north side of SR 26, adjacent to County Line Road, 05/07/2020 (Exhibit 6AZ)



Picture 870: looking south, downstream, from the top of the structure located at the east end of the project, at Wetland 32 and UNT1 to Little Pine Creek, 07/19/2019 (Exhibit 6AZ)



Picture 871: looking south, downstream, from the top of the structure located at the east end of the project, at Wetland 32 and UNT1 to Little Pine Creek on the south side of SR 26, 05/07/2020 (Exhibit 6AZ)



Picture 872: looking north, upstream, at the opening of the structure and Wetland 32 from the pasture on the south side of SR 26, along UNT1 to Little Pine Creek, 05/07/2020 (Exhibit 6AZ)



Picture 873: looking south, downstream, along UNT1 to Little Pine Creek, adjacent to Wetland 32, on the south side of SR 26, 05/07/2020 (Exhibit 6AZ)



Picture 874: Wetland 32, DP75 (wetland point) - soil profile, 09/11/2019 (Exhibit 6AZ)



Picture 875: Wetland 32, DP75 (wetland point) – pit, 09/11/2019 (Exhibit 6AZ)



Picture 876: looking west at the wetland conditions surrounding DP 75, located east of County Line Rd., on the southside of SR 26, 09/11/2019 (Exhibit 6AZ)



Picture 877: Wetland 32, DP76 (upland point) - soil profile, 09/11/2019 (Exhibit 6AZ)



Picture 878: Wetland 32, DP76 (upland point) - pit, 09/11/2019 (Exhibit 6AZ)





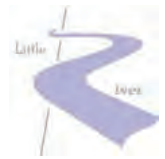
*Picture 879: looking west at the upland conditions surrounding DP76 located east of County Line Rd, on the south side of SR 26, 09/11/2019 (Exhibit 6AZ)*



*Picture 880: looking west at Wetland 32, located within a cattle pasture on the south side of SR 26, east of County Line Rd., 09/11/2019 (Exhibit 6AZ)*



*Picture 881: panoramic looking south at Wetland 32, located on the south side of SR 26, east of County Line Rd., 09/11/2019 (Exhibit 6AZ)*



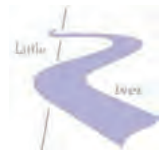
*Picture 882: looking north, upstream, along UNT1 to Little Pine Creek at Wetland 35, from the top of the structure, on the north side of SR 26 and east of County Line Rd., 07/19/2019 (Exhibit 6AZ)*



*Picture 883: looking north, upstream, along UNT1 to Little Pine Creek at Wetland 35, from the top of the structure, on the north side of SR 26 and east of County Line Rd., 05/07/2020 (Exhibit 6AZ)*



*Picture 884: looking south, downstream, along UNT1 to Little Pine Creek at the north opening of the structure, on the north side of SR 26, adjacent to Wetland 35, 07/19/2019 (Exhibit 6AZ)*



Picture 885: looking south, downstream, along UNT1 to Little Pine Creek at the north opening of the structure and Wetland 35, on the north side of SR 26, 05/07/2020 (Exhibit 6AZ)



Picture 886: looking northwest, upstream, along UNT1 to Little Pine Creek, north of the structure, 05/07/2020 (Exhibit 6AZ)



Picture 887: Wetland 35, DP86 (wetland point) - soil profile, 11/06/2019 (Exhibit 6AZ)



Picture 888: Wetland 35, DP86 (wetland point) – pit, saturation present at 9 inches, 11/06/2019 (Exhibit 6AZ)



Picture 889: looking west at the wetland area surrounding DP 86 on a shelf adjacent to UNT1 to Little Pine Creek on the north side of SR 26, 11/06/2019 (Exhibit 6AZ)



Picture 890: Wetland 32, DP87 (upland point) - soil profile, 11/06/2019 (Exhibit 6AZ)



Picture 891: Wetland 32, DP87 (upland point) – pit, 11/06/2019 (Exhibit 6AZ)



Picture 892: looking west at the upland area surrounding DP87 on the north side of SR 26, 11/06/2019 (Exhibit 6AZ)



*Picture 893: looking north at Wetland 35, along UNT1 to Little Pine Creek, located adjacent to the north side of the structure, east of County Line Rd., 11/06/2019 (Exhibit 6AZ)*



*Picture 894: looking at a nest located on the west wall of the underneath side of the structure, 09/11/2019 (Exhibit 6AZ)*



*Picture 895: looking west from the eastern end of the project, 07/19/2019 (Exhibit 6AZ)*



*Picture 896: looking west along a roadside ditch on the south side of SR 26, adjacent at the eastern end of the project, 05/07/2020 (Exhibit 6AZ)*



*Picture 897: looking east, beyond the project limits, along a roadside ditch on the south side of SR 26, adjacent to the eastern end of the project, 05/07/2020 (Exhibit 6AZ)*



*Picture 898: looking west along a roadside ditch on the north side of SR 26, adjacent to the eastern end of the project, 05/07/2020 (Exhibit 6AZ)*



*Picture 899: looking east, beyond the project limits, along a roadside ditch on the north side of SR 26, adjacent to the eastern end of the project, 05/07/2020 (Exhibit 6AZ)*



Picture 900: Wetland 37, DP94 (wetland point) - soil profile, 09/01/2020 (Exhibit 6G)



Picture 901: Wetland 37, DP94 (wetland point) - pit, 09/01/2020 (Exhibit 6G)



Picture 902: looking northeast at the wetland area surrounding DP94 on the south side of SR 26, 09/01/2020 (Exhibit 6G)



Picture 903: Wetland 37, DP95 (upland point) - soil profile, 09/01/2020 (Exhibit 6G)



Picture 904: Wetland 37, DP95 (upland point) - pit, 09/01/2020 (Exhibit 6G)



Picture 905: looking northwest at the upland area surrounding DP95 on the south side of SR 26, 09/01/2020 (Exhibit 6G)



Picture 906: looking west at Wetland 37 located in a roadside ditch on the south side of SR 26, east of CR 125 West, 09/01/2020 (Exhibit 6G)



Picture 907: Wetland 38, DP96 (wetland point) - soil profile, 09/01/2020 (Exhibit 6L)





Picture 908: Wetland 38, DP96 (wetland point) - pit, 09/01/2020 (Exhibit 6L)



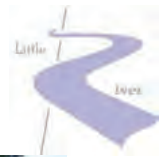
Picture 909: Looking east at Wetland 38 and the area surrounding DP96 on the south side of SR 26, 09/01/2020 (Exhibit 6L)



Picture 910: Wetland 38, DP97 (upland point) – soil profile, 09/01/2020 (Exhibit 6L)



Picture 911: Wetland 38, DP97 (wetland point) - pit, 09/01/2020 (Exhibit 6L)



Picture 912: looking south at Wetland 38 and the upland area surrounding DP 97, 09/01/2020 (Exhibit 6L)



Picture 913: looking east at Wetland 38 located on the south side of SR 26 across from Meridan Line Rd, 09/01/2020 (Exhibit 6L)



Picture 914: looking west at Wetland 38 located on the south side of SR 26 across from Meridan Line Rd, 09/01/2020 (Exhibit 6L)



Picture 915: Wetland 39, DP98 (wetland point) - soil profile, 09/01/2020 (Exhibit 6L)



Picture 916: Wetland 39, DP98 (wetland point) - pit, 09/01/2020 (Exhibit 6L)



Picture 917: looking southeast at Wetland 39 and the wetland area surrounding DP 98, 09/01/2020 (Exhibit 6L)



Picture 918: Wetland 39, DP99 (upland point) - soil profile, 09/01/2020 (Exhibit 6L)



Picture 919: Wetland 39, DP99 (upland point) - pit, 09/01/2020 (Exhibit 6L)



Picture 920: looking southeast at Wetland 39 and the upland area surrounding DP99 on the north side of SR 26 next to Meridan Line Rd, 09/01/2020 (Exhibit 6L)



Picture 921: Wetland 40, DP100 (wetland point) - soil profile, 09/01/2020 (Exhibit 6Z)



Picture 922: Wetland 40, DP100 (wetland point) - pit, 09/01/2020 (E Exhibit 6Z)



Picture 923: looking north at Wetland 40 and the wetland area surrounding DP100, 09/01/2020 (Exhibit 6Z)



Picture 924: Wetland 40, DP101 (upland point) - soil profile, 09/01/2020 (Exhibit 6Z)



Picture 925: Wetland 40, DP101 (upland point) - pit, 09/01/2020 Exhibit 6Z)



Picture 926: looking south at the wetland/upland boundary of Wetland 40 and the upland area surrounding DP 101, 09/01/2020 (Exhibit 6Z)



Picture 927: looking northwest at structure CLV 026 86 14.46 and the start of Channel 4, on the south side of SR 26, 09/01/2020 (Exhibit 6X)



*Picture 928: Looking northwest at the opening of the structure and lack of a defined channel with an OHWM, 09/01/2020 (Exhibit 6X)*



*Picture 929: looking southeast, downstream, at the direction that Channel 4 flows on the south side of SR 26, 09/01/2020 (Exhibit 6X)*



*Picture 930: Looking southeast, downstream, from the top of the structure, at the established plant community in the area Channel 4 flows through, 09/01/2020 (Exhibit 6X)*

# **Appendix C**

## **Early Coordination**

**Sample Early Coordination Letter (C-1 to C-3)**

**Early Coordination Letter Response Summary (C-4)**

**Early Coordination Letter Responses (C-5 to C-28)**

**FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects  
within the Range of the Indiana Bat and Northern Long-eared Bat (C-29 to C-41)**

**USFWS Official Species List (C-42 to C-47)**

**Migratory Bird Correspondence (C-48 TO C-49)**

**Structure CV 026-079-24.58 BIAS Report (C-50 to C-64)**

**Structure CV 026-086-14.19 BIAS Report (C-65 to C-78)**



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

February 17, 2019

This letter was sent to listed recipients.

RE: Des. No. 1400249, SR 26 Pavement and Small Structure Projects, from US 41 to 0.15 mile east of Warren and Tippecanoe County Line, Indiana

Dear ECL Recipient,

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA), intend to proceed with improvements to SR 26 (Lead Des. No. 1400249) in Warren and Tippecanoe Counties. This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Designation Number and project description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

The proposed project is on SR 26, beginning at the east junction with US 41, extending through the town of Pine Village, and ending 0.15 mile east of the Warren/Tippecanoe County Line, for a total project length of approximately 15.7 miles. The existing deficiencies along the project include deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings. Within the town of Pine Village additional deficiencies include insufficient storm sewers, insufficient pedestrian facilities, and obstructive parking.

The overall SR 26 project is composed of five (5) contractually bound projects as follows:

- SR 26 Road Rehabilitation from the east junction with US 41 to the north junction with SR 55 (Des. No. 1400249),
- SR 26 Road Rehabilitation from the north junction with SR 55 to 0.33 miles east of the south junction with SR 55 (Des. No. 1601105),
- SR 26 Road Rehabilitation from 0.33 miles east of the south junction with SR 55 to the Warren/Tippecanoe County Line (Des. No. 1700114),
- SR 26 Small Structure Replacement located 1.45 miles west of the north junction with SR 55 (Des. No. 1600867), and
- SR 26 Road Rehabilitation and Small Structure Replacement from the Warren/Tippecanoe County Line to 0.15 mile east of the County Line (Des. No. 1800130).

West of Pine Village, SR 26 is a two-lane facility with roadway widths that vary from 22 feet to 36 feet wide. This roadway primarily contains 12-foot lanes and 6-foot paved shoulder (8-foot usable), with the exception of two sections that were not previously widened, and contain 11-foot lanes and no usable shoulders. The pavement throughout is deteriorated. East of Pine Village, SR 26 is a two-lane facility with 11-foot lanes, no usable shoulder, and deteriorated pavement. In areas that lack shoulders, the pavement edge is deteriorated from runoffs and use by large equipment.



Through Pine Village, SR 26 is a two-lane facility with roadway widths that vary from 24 feet to 48 feet wide. North of Church Street and east of Jefferson Street, the roadway consists of 12-foot travel lanes and no paved shoulders. Between Church Street and Jefferson Street, travel lanes are also 12-foot wide, with pavement continuing beyond the travel lanes as undefined shoulders, sidewalks, and parking. The south junction of SR 26 and SR 55 includes difficult turning radii for large trucks. Curbs and sidewalks are present along portions of the roadway through town. Some of the sidewalks were constructed at the same grade as the pavement and provide no separation from traffic. Angled parking is provided to the east of the southern intersection with SR 55 along the northern half of the roadway.

This project is needed to prolong the life of the existing pavement by providing a structural overlay to address the observed fatigue cracking, transverse cracking, and rutting. Existing 11-foot travel lanes are proposed to be widened to 12-foot lanes. In addition, paved shoulders are proposed in areas where none currently exists. The widened travel lanes and addition of shoulders would improve the safety of the roadway for the motoring public as well as provide lateral structural support of the travel lane to eliminate fatigue at the edge of pavement and prolong the life of the pavement.

Through the town of Pine Village, the proposed project is needed to prolong the life of the existing pavement, but is also needed to address drainage concerns, improve ADA access, and improve turning radii for trucks moving through town. Parking along SR 26 will also be reconfigured to facilitate the turning of trucks while attempting to maintain the number of parking spots available.

There are four bridges located within the project limits. No work is anticipated on any of the bridges. Structure No. 026-86-01572 A is a historic warren pony truss bridge, over Mud Pine Creek, located 0.8 miles east of the east junction of SR 26 and US 41. A pavement exception will be included within the limits of this historic structure. Structure No. 026-86-08172 is a three-sided reinforced concrete arch bridge over a tributary to Big Pine Creek, located 0.1 mile west of the north junction of SR 26 and SR 55. Pavement modifications above this structure can be made without impacting the structure. Structure No. (26)55-86-05834 B is an adjacent prestressed concrete box beam bridge over Big Pine Creek, located 0.1 mile south of the north junction of SR 26 and SR 55, and Structure No. 026-86-05817B is a concrete slab bridge over Holder Ditch, located 2.2 miles west of the Warren/Tippecanoe County Line. Pavement on these two structures is sufficient, so a pavement exception will be included within the limits of these structures.

In addition to the bridges, there are 16 culverts and 38 small pipes identified within the project limits. Structure CV 026-086-14.19 is a box culvert over an unnamed tributary to Big Pine Creek, located 1.4 miles west of the north junction of SR 26 and SR 55. This structure was already slated for replacement under Des. No. 1600867, and has now been included with the larger road rehabilitation project. Structure CV 026-079-24.58 is a box culvert over an unnamed tributary to Little Pine Creek, located 0.1 mile east of the Warren/Tippecanoe County Line. This structure was also scheduled for replacement due to deterioration, under Des. No. 1800130, and has now been included with this road project. Other culverts and pipes within the project limits are being evaluated for replacement if undersized or deteriorated, or extension if required by road widening.

The proposed project is anticipated to require new permanent right-of-way to accommodate wider travel lanes and addition of shoulders, and additional temporary right-of-way to reconstruct driveways and commercial entrances, and replace culverts. The project will involve approximately 111 parcels. Total new permanent right-of-way is estimated at 125 acres. No relocations of residences or businesses are expected. Traffic will be maintained through Pine Village using a combination of lane closures and local detours. East and west of Pine Village, SR 26 will be closed during construction with a detour route provided. The letting date is Fiscal Year 2022.

Land use in the vicinity of the project is primarily agricultural with low density residential and occasional small woodlots. Within Pine Village, land use is a mix of high density residential and commercial. National Wetland Inventory maps show two wetlands within the project limits and numerous others adjacent. Onsite field observations identified 35 wetland areas, most of which occur in side ditches and are not expected to fall under federal jurisdiction. In addition, onsite field observations found 20 potentially jurisdictional channels within the project limits.

Five potential bat roost trees (PBRTs) were identified within the proposed project limits, and an additional six PBRTs are adjacent. Tree clearing is anticipated to be limited to within 40 feet of the existing edge of pavement. Inspection of bridges and culverts within the project limits found no evidence of bats. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed separately according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Pine Village Elementary School is located on the eastern limits of Pine Village along SR 26. A small amount of permanent right-of-way will likely be required along the frontage to SR 26. Bus routes will likely be affected by road closures and detours. The school also contains the only playground and athletic fields in town, and as such may be considered a Section 4(f) resource. Initial indications are recreational portions of the property will not be affected.

Areas of additional right-of-way are currently being investigated for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Please review the attached information and comment within thirty (30) calendar days of receipt. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

For questions concerning specific project details, you may contact Ms. Rachele Baker of Little River Consultants, at 317-702-7291 or [rachele@littleriverconsultants.com](mailto:rachele@littleriverconsultants.com). Or you may contact the INDOT Project Manager, Mr. Arshad Ahmed, at 765.361.5258 or [arahmed@indot.in.gov](mailto:arahmed@indot.in.gov). All responses regarding the proposed project should be directed to Ms. Baker via email, or mailed to:

Little River Consultants, LLC  
Attn: Rachele Baker  
9675 South CR 100E  
Clayton, Indiana 46118

Thank you in advance for your input.

Sincerely,

Mr. Arshad Ahmed  
INDOT Project Manager

AA/ARB/rb  
Attachments

Early Coordination Letter recipient list  
Vicinity Maps  
Plans w/ Aerials  
Photographs

**Early Coordination Response Summary**  
**Des. No. 1400249**  
**SR 26 Road Rehabilitation Project**  
**Warren and Tippecanoe County, Indiana**

1. Federal Highway Administration, Indiana Division – Sent February 17, 2020 - No response
2. Indiana Geological Survey – Automated response generated February 17, 2020
3. Environmental Coordinator, IDNR, Division of Fish & Wildlife – Sent February 17, 2020 – Response received March 17, 2020
4. Indiana Department of Environmental Management, Roadway – Automated letter generated February 17, 2020 – signed March 12, 2020
5. Indiana Department of Environmental Management, Proximity to WPA – Automated response February 21, 2020
6. INDOT Public Hearings – Sent February 17, 2020 – No response
7. US Department of Housing & Urban Development - Sent February 17, 2020 - No response
8. US Fish & Wildlife Service – Sent March 12, 2020 – Response received April 6, 2020
9. Regional Environmental Coordinator, Midwest Regional Office, National Park Service - Sent February 17, 2020 - No Response
10. State Conservationist, NRCS – Sent February 17, 2020 – Coordination occurred February 18, 2020, response received March 4, 2020
11. U.S. Army Corps of Engineers – Sent February 17, 2020 - No response
12. Environmental Manager, INDOT – Crawfordsville District Office – No response
13. Warren County Commissioners – Sent February 17, 2020 - No response
14. Warren County Highway Department – Sent February 17, 2020 - No response
15. Warren County Surveyor – Sent February 17, 2020 - No response
16. Warren County Floodplain Administrator - Sent February 4, 2021 – Phone conversation, February 4, 2021
17. Tippecanoe County Surveyor – Sent February 17, 2020 - No response
18. Tippecanoe County Commissioners – Sent February 17, 2020 - No response
19. Tippecanoe Highway Department – Sent February 17, 2020 - No response
20. Pine Village Fire Department – Sent February 17, 2020 - No response
21. Pine Village Street Commissioner – Sent February 17, 2020 - No response
22. Pine Village Clerk – Sent February 17, 2020 - No response
23. Metropolitan School District of Warren County Board – Sent February 17, 2020 - No response



## Organization and Project Information

**Project ID:** 18-022  
**Des. ID:** 1400249  
**Project Title:** SR 26 Pavement and Small Structure Projects  
**Name of Organization:** Little River Consultants  
**Requested by:** Rachele Baker

## Environmental Assessment Report

### 1. Geological Hazards:

- High liquefaction potential
- 1% Annual Chance Flood Hazard

### 2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: High Potential

### 3. Active or abandoned mineral resources extraction sites:

- None documented in the area

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### 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.

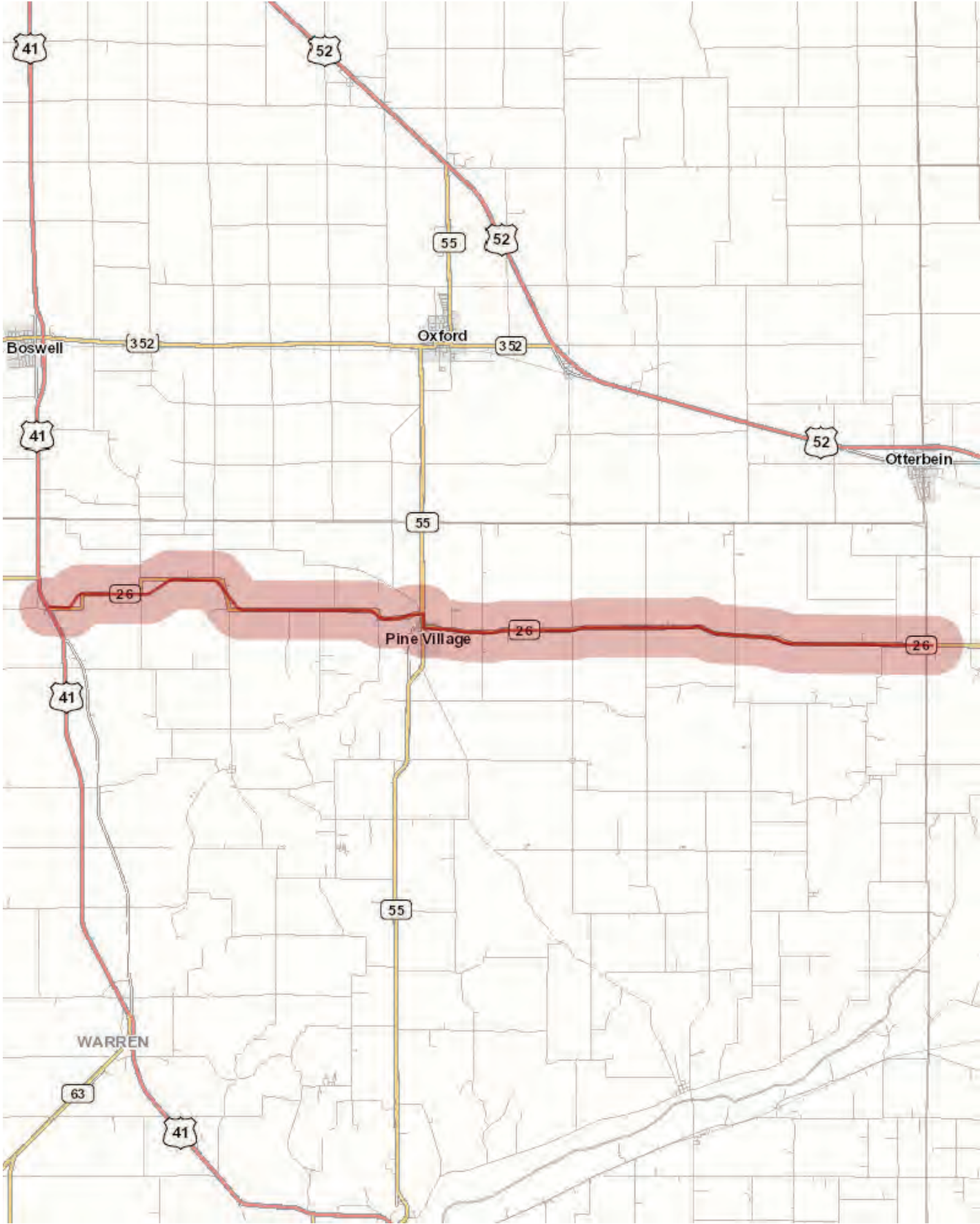
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: February 17, 2020



# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

**THIS IS NOT A PERMIT**

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

**DNR #:** ER-22240

**Request Received:** February 17, 2020

**Requestor:** Little River Consultants LLC  
Rachele Baker  
9675 South CR 100 East  
Clayton, IN 46118

**Project:** SR 26 pavement and small structure projects, from US 41 to 0.15 mile east of the Warren/Tippecanoe County line; Des #1400249 (lead), 1601105, 1700114, 1600867 & 1800130

**County/Site info:** Warren - Tippecanoe

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:** This proposal will require the formal approval(s) of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application if the project does not meet the bridge exemption criteria.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. Wavyrayed Lampmussel (*Lampsilis fasciola*), a state species of special concern, has been documented in Mud Pine Creek within 1/2 mile of the project area, west of Hooker Corner. Also, the additional species below have been documented within 1/2 mile of the project area near Pine Village.

**A) BATS:**

1. Indiana Bat (*Myotis sodalis*); federal & state endangered
2. Northern Long Eared Bat (*Myotis septentrionalis*); fed. threatened & state endangered
3. Eastern Red Bat (*Lasiurus borealis*); state special concern

**B) MUSSELS (in Big Pine Creek); all state special concern:**

1. Salamander Mussel (*Simpsonalax ambigua*)
2. Kidneyshell (*Ptychobranthus fasciolaris*)
3. Wavyrayed Lampmussel (*Lampsilis fasciola*)
4. Purple Lilliput (*Toxolasma lividum*)

**Fish & 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:

**1) Animal Species:**

**a. BATS:**

To minimize impacts to the Indiana bat or Northern Long-eared bat, do not cut any trees suitable for roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.

To minimize impacts to the Eastern red bat, a foliage roosting species, avoid the cutting of deciduous canopy trees as well from April 1 through September 30. Foliage roosting

**Attachments:** A - Bridge Exemption Criteria

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**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

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species show no strong preference to certain tree species.

**b. MUSSELS:**

As long as erosion control measures are implemented, we do not foresee any impacts to the mussel species above as a result of this project.

**2) Stream Crossing Design:**

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures:  
<http://www.fs.fed.us/wildlifecrossings/library/>.

The following are recommended resources for designing and constructing stream crossings for maintenance of instream habitat and aquatic organism passage:  
[https://www.fs.fed.us/biology/nsaec/fishxing/aop\\_pdfs.html](https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html);  
<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

**3) Bank Stabilization:**

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats 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), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml>.pdf. Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization:  
<http://directives.sc.egov.usda.gov/17553.wba>.



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Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed or flowline elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

4) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acres may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

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 and specifically for stream bank/floodway stabilization purposes 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.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.

**THIS IS NOT A PERMIT**

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11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

12. 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.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** March 17, 2020

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 North Senate Avenue - Indianapolis, IN 46204  
(800) 451-6027 - (317) 232-8603 - [www.idem.IN.gov](http://www.idem.IN.gov)

INDOT  
Arshad Ahmed  
41 W 300 N  
Crawfordsville , IN 47933  
Date

Little River Consultants  
Rachele Baker  
9675 South CR 100 E  
Clayton , IN 46118

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project is on SR 26, beginning at the east junction with US 41, extending through the town of Pine Village, and ending 0.15 mile east of the Warren/Tippecanoe County Line, for a total project length of approximately 15.7 miles. This project is needed to prolong the life of the existing pavement by providing a structural overlay to address the observed fatigue cracking, transverse cracking, and rutting. Existing 11-foot travel lanes are proposed to be widened to 12-foot lanes. In addition, paved shoulders are proposed in areas where none currently exists.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/ideM/5283.htm> (<http://www.in.gov/ideM/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management.

A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - o IC 14-28-1 Flood Control Act 310 IAC 6-1
  - o IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - o IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - o IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>). Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - o <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System

(NPDES) permit.

10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf))). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>) (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf)) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

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## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

## Project Description

The proposed project is on SR 26, beginning at the east junction with US 41, extending through the town of Pine Village, and ending 0.15 mile east of the Warren/Tippecanoe County Line, for a total project length of approximately



15.7 miles. This project is needed to prolong the life of the existing pavement by providing a structural overlay to address the observed fatigue cracking, transverse cracking, and rutting. Existing 11-foot travel lanes are proposed to be widened to 12-foot lanes. In addition, paved shoulders are proposed in areas where none currently exists.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 03/12/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent *Arshadz Ahmed*

Arshad Ahmed

Date: 03/17/2020

Signature of the  
For Hire Consultant *A. Rachel Baker*

Rachele Baker



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

**Eric J. Holcomb**  
Governor

**Bruno Pigott**  
Commissioner

February 21, 2020

66-33

Little River Consultants  
Attention: Rachele Baker  
9675 South CR 100 E,  
Clayton, Indiana 46118

Dear Rachele Baker,

RE: Wellhead Protection Area  
Proximity Determination

Des No 1400249  
SR 26 Road Rehabilitation from the  
east junction with US 41 to the north  
junction with SR 55

Des No 1600867  
SR 26 Small Structure  
Replacement located 1.45 miles  
west of the north junction with SR 55

Des No 1601105  
SR 26 Road Rehabilitation from the  
north junction with SR 55 to 0.33  
miles east of the south junction with  
SR 55

Des No 1700114  
SR 26 Road Rehabilitation from 0.33  
miles east of the south junction with  
SR 55 to the Warren/Tippecanoe  
County Line

Des No 1800130  
SR 26 Road Rehabilitation and  
Small Structure Replacement from  
the Warren/Tippecanoe County Line  
to 0.15 mile east of the County Line

Warren and Tippecanoe Counties,  
Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.



Please Reduce, Reuse, Recycle

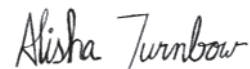
Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and [aturnbow@idem.in.gov](mailto:aturnbow@idem.in.gov).

Sincerely,



Alisha Turnbow,  
Environmental Manager  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality



# United States Department of the Interior

## Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

April 6, 2020

Ms. Rachele Baker  
Little River Consultants, LLC  
9675 South CR 100E  
Clayton, Indiana 46118

Project No.: Des. 1400249, 1601105, 1700114, 1600867, 1800130  
Project: SR 26 Rehabilitation, Widening, and Small Structure Replacements  
Location: Warren and Tippecanoe Counties

Dear Ms. Baker:

This responds to your letter received on March 24, 2020, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the rehabilitation of 15.7 miles of SR 26 in northern Warren County from US 41 to just past the Warren/Tippecanoe county line, including through the community of Pine Village. The entire roadway will be repaved, except for 4 bridges; 2 culverts will be replaced, as may additional culverts and pipes if necessary. Sections of the highway that lack 12-foot lanes and paved shoulders will be widened to those specifications. Approximately 125 acres of new permanent right-of-way will be required along the 15.7 miles of highway, generally consisting of small amounts along both sides of the roadway where widening will occur. Roadside ditches will be reconstructed as needed.

Wetland delineations should be conducted and the need for permits should be investigated. Mitigation may be required for any unavoidable wetland impacts.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the threatened northern long-eared bat (Myotis septentrionalis). The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process. Both species are known at a number of locations along Big Pine Creek and its tributaries within the general project area.

We appreciate the opportunity to comment on this proposed project. If project plans change, please recoordinate with our office as soon as possible. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email April 6, 2020; no hard copy to follow.

**From:** rachele@littleriverconsultants.com  
**Sent:** Tuesday, February 18, 2020 12:39 PM  
**To:** 'Allen, John - NRCS, Indianapolis, IN'  
**Cc:** 'Ahmed, Arshad'; 'Kline, Alex'; 'Dustin Quincy'  
**Subject:** RE: Des. No. 1400249, SR 26 Pavement and Small Structure Projects  
**Attachments:** SR 26 Stage 1 ROW.kmz; Des 1600867 Project Area.kmz; Des 1800130 Project Area.kmz

Mr. Allen

As we discussed a little on the phone, the new right-of-way is typically a strip on each side of the road, which, when stretched out along the length of the project, really adds up. Some sections of SR 26 have narrow lanes and no shoulders. That will be corrected with this project and is the main driver for the need for new right-of-way.

Attached is a Google Earth file (KMZ), titled *SR 26 Stage 1 ROW*, that shows existing right-of-way (blue lines) and proposed new right-of-way (red lines) for the three road projects (Des Nos 1400249, 1601105, 1700114). A second KMZ shows the project area for Des 1600867, which is one of the small structure replacement projects. These are all Warren County projects.

Proposed new right-of-way needed for each individual project in Warren County are as follows:

Des No 1400249: ~24 acres  
Des No 1601105: no new right-of-way  
Des No 1700114: ~98 acres  
Des No 1600867: ~1.1 acres

The last project is in Tippecanoe County and is the other small structure replacement (Des No 1800130). A KMZ showing that project area is attached. Anticipated new right-of-way for this project is ~1.6 acres.

I know you said you can work with KMZ files but let me know if you have any trouble.

Rachele Baker  
Little River Consultants  
317-702-7291

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**From:** Allen, John - NRCS, Indianapolis, IN  
**Sent:** Tuesday, February 18, 2020 11:06 AM  
**To:** rachele@littleriverconsultants.com.; arahmed@indot.in.gov  
**Subject:** Des. No. 1400249, SR 26 Pavement and Small Structure Projects

Good morning Rachele and Arshad,

I received the project above for an environmental review and the impacts to prime farmland. I do have some questions on this project before I conduct my review. I noticed this work actually covers 5 different DES#s/5 different projects

within one, but some look like road rehab work on SR26 while others are small structures (bridges, etc.). I saw the amount of permanent and additional ROW needed is 125 acres. Where is this ROW coming from? I assume this 125 acres is for the entire length of the project? Do you have the amount of ROW acreage for each DES # broken out or will some of those be within the existing ROW? Do you have a shapefile you could send me on these projects? I will actually need to write up 1006's for each DES# and since it goes across 2 counties, I will need to write up 2 different 1006's for each county if the same DES# crosses the county line.

Thanks,  
John

John Allen  
Assistant State Soil Scientist  
USDA-Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, IN 46278

(317) 295-5859

e-mail: [john.allen@usda.gov](mailto:john.allen@usda.gov)

<https://casoilresource.lawr.ucdavis.edu/gmap/>

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project <b>DES1400249_SR26</b>	5. Federal Agency Involved
-------------------------------------------	----------------------------

2. Type of Project	6. County and State <b>Warren County, Indiana</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS <b>2/17/20</b>	2. Person Completing Form <b>JRA</b>
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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 <b>450 ac</b>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------

5. Major Crop(s) <b>Corn</b>	6. Farmable Land in Government Jurisdiction Acres: <b>216898</b> % <b>93</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>192734</b> % <b>82</b>
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8. Name of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>3/4/20</b>
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<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>XXX</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>XXX</b>			
C. Total Acres In Corridor	<b>XXX</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<b>9.82</b>
B. Total Acres Statewide And Local Important Farmland	<b>0.00</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.006</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>76</b>

<b>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)</b>	
	<b>74</b>

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	2			
8. On-Farm Investments	20	15			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	74	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	52	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Signature of Person Completing this Part:	DATE
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NOTE: Complete a form for each segment with more than one Alternate Corridor



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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project <b>DES1600867_Small Structure</b>	5. Federal Agency Involved
2. Type of Project	6. County and State <b>Warren County, Indiana</b>

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/17/20</b>	2. Person Completing Form <b>JRA</b>
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 <b>450 ac</b>	
5. Major Crop(s) <b>Corn</b>	6. Farmable Land in Government Jurisdiction Acres: <b>216898</b> % <b>93</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>192734</b> % <b>82</b>	
8. Name of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>3/4/20</b>	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>XXX</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>XXX</b>			
C. Total Acres In Corridor	<b>XXX</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<b>0.72</b>
B. Total Acres Statewide And Local Important Farmland	<b>0.00</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>&lt;0.001</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>85</b>

<b>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)</b>	<b>68</b>
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	<b>15</b>	<b>15</b>			
2. Perimeter in Nonurban Use	<b>10</b>	<b>10</b>			
3. Percent Of Corridor Being Farmed	<b>20</b>	<b>0</b>			
4. Protection Provided By State And Local Government	<b>20</b>	<b>0</b>			
5. Size of Present Farm Unit Compared To Average	<b>10</b>	<b>10</b>			
6. Creation Of Nonfarmable Farmland	<b>25</b>	<b>0</b>			
7. Availability Of Farm Support Services	<b>5</b>	<b>2</b>			
8. On-Farm Investments	<b>20</b>	<b>15</b>			
9. Effects Of Conversion On Farm Support Services	<b>25</b>	<b>0</b>			
10. Compatibility With Existing Agricultural Use	<b>10</b>	<b>0</b>			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	68	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	52	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Signature of Person Completing this Part: \_\_\_\_\_ DATE: \_\_\_\_\_

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

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project <b>DES1700114_SR26</b>	5. Federal Agency Involved
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2. Type of Project	6. County and State <b>Warren County, Indiana</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS <b>2/17/20</b>	2. Person Completing Form <b>JRA</b>
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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 <b>450 ac</b>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------

5. Major Crop(s) <b>Corn</b>	6. Farmable Land in Government Jurisdiction Acres: <b>216898</b> % <b>93</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>192734</b> % <b>82</b>
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8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>3/4/20</b>
-------------------------------------------------------	-----------------------------------------	------------------------------------------------------------

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>XXX</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>XXX</b>			
C. Total Acres In Corridor	<b>XXX</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<b>64.90</b>
B. Total Acres Statewide And Local Important Farmland	<b>0.00</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.03</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>29</b>

<b>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)</b>	
	<b>89</b>

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	2			
8. On-Farm Investments	20	15			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	89	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	52	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Signature of Person Completing this Part:	DATE
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**NOTE: Complete a form for each segment with more than one Alternate Corridor**

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

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---------------------------------------------------	------------------------------------	---------------------

1. Name of Project <b>DES1800130_Small Structure</b>	5. Federal Agency Involved
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2. Type of Project	6. County and State <b>Tiptecanoe County, Indiana</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS <b>2/17/20</b>	2. Person Completing Form <b>JRA</b>
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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 <b>321 ac</b>
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5. Major Crop(s) <b>Corn</b>	6. Farmable Land in Government Jurisdiction Acres: <b>290266</b> % <b>90</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>261770</b> % <b>81</b>
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8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>3/4/20</b>
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<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>
-----------------------------------------------------	-----------------------------------------

	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>1.60</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>XXX</b>			
C. Total Acres In Corridor	<b>XXX</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
----------------------------------------------------------------------	--

A. Total Acres Prime And Unique Farmland	<b>1.30</b>
B. Total Acres Statewide And Local Important Farmland	<b>0.00</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>&lt;0.001</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>52</b>

<b>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)</b>	<b>82</b>
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	<b>Maximum Points</b>	
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1. Area in Nonurban Use	<b>15</b>	<b>15</b>
2. Perimeter in Nonurban Use	<b>10</b>	<b>10</b>
3. Percent Of Corridor Being Farmed	<b>20</b>	<b>0</b>
4. Protection Provided By State And Local Government	<b>20</b>	<b>0</b>
5. Size of Present Farm Unit Compared To Average	<b>10</b>	<b>10</b>
6. Creation Of Nonfarmable Farmland	<b>25</b>	<b>0</b>
7. Availability Of Farm Support Services	<b>5</b>	<b>2</b>
8. On-Farm Investments	<b>20</b>	<b>15</b>
9. Effects Of Conversion On Farm Support Services	<b>25</b>	<b>0</b>
10. Compatibility With Existing Agricultural Use	<b>10</b>	<b>0</b>
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>52</b>

<b>PART VII (To be completed by Federal Agency)</b>	
-----------------------------------------------------	--

Relative Value Of Farmland (From Part V)	<b>100</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)	<b>160</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
-----------------------	---------------------------------------------------------	-----------------------	-----------------------------------------------------------------------------------------------------------------

5. Reason For Selection:

Signature of Person Completing this Part:	DATE
-------------------------------------------	------

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



## 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

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 542-101381867

April 20, 2021

Subject: Consistency letter for the 'Des. No. 1400249 - SR 26 Road Rehabilitation Project' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 1400249 - SR 26 Road Rehabilitation Project** (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion 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, and may affect, but is not likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the 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.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator **542-101381867**.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats 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 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 advise the lead Federal action agency accordingly.

## Project Description

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

### **Name**

Des. No. 1400249 - SR 26 Road Rehabilitation Project

### **Description**

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with roadway and infrastructure improvements along SR 26 in Sections 7, 8, 9, 10 and 11 in Township 23 North, Range 8 West and Section 7 of Township 23 North, Range 7 West on the Pine Village, IN Quadrangle. Improvements are also along SR 26 in Sections 7, 8, 9, 10, 11 and 12 in Township 23 North, Range 7 West and Sections 7, 8 and 9 in Township 23 North, Range 6 West on the Chatterton, IN Quadrangle. The project is within both Warren and Tippecanoe Counties.

The proposed project is on SR 26, beginning at the east junction with US 41, extending through the town of Pine Village, and ending 0.15 mile east of the Warren/Tippecanoe County Line, for a total project length of approximately 15.7 miles. The existing deficiencies along the project include deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings. Within the town of Pine Village additional deficiencies include insufficient storm sewers, insufficient pedestrian facilities, and obstructive parking.

The preferred alternative will prolong the life of the existing pavement by providing a structural overlay to address the observed fatigue cracking, transverse cracking, and rutting. Existing 11-foot travel lanes are proposed to be widened to 12-foot lanes. In addition, 2-foot paved shoulders and 3-feet of stone are proposed in areas where none currently exists. The widened travel lanes and addition of shoulders would improve the safety of the roadway for the motoring public as well as provide lateral structural support of the travel lane to eliminate fatigue at the edge of pavement and prolong the life of the pavement.

The proposed project is anticipated to require new permanent right-of-way to accommodate wider travel lanes and addition of shoulders, and additional temporary right-of-way to reconstruct driveways and commercial entrances, and replace culverts. Total new permanent right-of-way is estimated at 65.66 acres. Temporary right-of-way is estimated at 0.28 acres. No relocations of residences or businesses are expected.

Suitable Indiana bat and NLEB habitat is present in and near the project action area in the form of mature trees. There will be 0.7 acres if tree clearing associated with this project. The dominant species to be removed is Maple.

Construction would begin in November 2021 and be complete no later than December 2023.

No permanent lighting is necessary, however, temporary lighting may be used on rare occasions.

Most work will take place within 45 feet of the existing roadway, the furthest out is at around 55' from the existing edge of pavement. Most of the locations that are more than 45' are to tie the driveways back into existing grade, however, there are a couple more locations where ditch grading extends beyond this distance.

A review of the USFWS database did indicate the presence of endangered bat species in or within 0.5 mile of the project area (RFIs approved March 20, 2020). However, based on an INDOT ES search of the USFWS database, there were two indicated MYSO roosts approximately 0.4 miles from the project location.

A bat inspection completed on September 1, 2020 was done for all of the culverts within the project area. The inspection did not identify any evidence that bats may be using any of the structures within the project area.

## 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 threatened 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 revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion 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<sup>[1]</sup>?

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

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> 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<sup>[1]</sup>?

[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<sup>[1]</sup>?

[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<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (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 [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> 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<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **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**<sup>[1][2]</sup>?

[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 biangulation/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<sup>[1]</sup>?

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

*B) During the inactive season*

15. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[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 biangulation/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*

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

*Yes*

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

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

*Yes*

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

*No*

20. Are *all* trees that are being removed clearly demarcated?  
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
23. Does the project include slash pile burning?  
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
Yes
25. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

26. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

#### **SUBMITTED DOCUMENTS**

- *Bat survey table v2.pdf* <https://ecos.fws.gov/ipac/project/ZGRC2FYKGRBM7AO7DMWBXSLPTQ/projectDocuments/23662665>
- *Exhibit 7 Total v1.pdf* <https://ecos.fws.gov/ipac/project/ZGRC2FYKGRBM7AO7DMWBXSLPTQ/projectDocuments/23662666>

The bat and bridge inspection table is located in Appendix F, pages 100-101 for reference

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. 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

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

Yes

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

Yes

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

No

33. 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

34. 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

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

No

36. 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*

37. 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.*

38. 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 NLEB'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.*

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

40. **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*

41. **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<sup>[1]</sup> 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

42. **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

43. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (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 biangulation/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

44. **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<sup>[1]</sup> 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.

0.7

4. Please describe the proposed bridge work:

*29 culverts will be replaced and two will be lengthened*

5. Please state the timing of all proposed bridge work:

*2022 and 2023*

6. Please enter the date of the bridge assessment:

*5/11/2020*

## 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 April 15, 2021. 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 threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion 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.





## 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

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

April 19, 2021

Consultation Code: 03E12000-2020-SLI-2767

Event Code: 03E12000-2021-E-05428

Project Name: Des. No. 1400249 - SR 26 Road Rehabilitation Project

Subject: Updated 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 attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

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.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number 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

## 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

Consultation Code: 03E12000-2020-SLI-2767

Event Code: 03E12000-2021-E-05428

Project Name: Des. No. 1400249 - SR 26 Road Rehabilitation Project

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with roadway and infrastructure improvements along SR 26 in Sections 7, 8, 9, 10 and 11 in Township 23 North, Range 8 West and Section 7 of Township 23 North, Range 7 West on the Pine Village, IN Quadrangle. Improvements are also along SR 26 in Sections 7, 8, 9, 10, 11 and 12 in Township 23 North, Range 7 West and Sections 7, 8 and 9 in Township 23 North, Range 6 West on the Chatterton, IN Quadrangle. The project is within both Warren and Tippecanoe Counties.

The proposed project is on SR 26, beginning at the east junction with US 41, extending through the town of Pine Village, and ending 0.15 mile east of the Warren/Tippecanoe County Line, for a total project length of approximately 15.7 miles. The existing deficiencies along the project include deteriorated pavement, insufficient shoulders, and deteriorated or insufficient structures at stream crossings. Within the town of Pine Village additional deficiencies include insufficient storm sewers, insufficient pedestrian facilities, and obstructive parking.

The preferred alternative will prolong the life of the existing pavement by providing a structural overlay to address the observed fatigue cracking, transverse cracking, and rutting. Existing 11-foot travel lanes are proposed to be widened to 12-foot lanes. In addition, 2-foot paved shoulders and 3-feet of stone are proposed in areas where none currently exists. The widened travel lanes and addition of shoulders would improve the safety of the roadway for the motoring public as well as provide lateral structural support of the travel lane to eliminate fatigue at the edge of pavement and prolong the life of the pavement.

The proposed project is anticipated to require new permanent right-of-way to accommodate wider travel lanes and addition of shoulders, and additional temporary right-of-way to reconstruct driveways and commercial entrances, and replace culverts. Total new permanent right-of-way is estimated at 65.66 acres. Temporary right-of-way is estimated at 0.28 acres. No relocations of residences or businesses are expected.

Suitable Indiana bat and NLEB habitat is present in and near the project action area in the form of mature trees. There will be 0.7 acres of tree clearing associated with this project. The dominant species to be removed

is Maple.

Construction would begin in November 2021 and be complete no later than December 2023.

No permanent lighting is necessary, however, temporary lighting may be used on rare occasions.

Most work will take place within 45 feet of the existing roadway, the furthest out is at around 55' from the existing edge of pavement. Most of the locations that are more than 45' are to tie the driveways back into existing grade, however, there are a couple more locations where ditch grading extends beyond this distance.

A review of the USFWS database did indicate the presence of endangered bat species in or within 0.5 mile of the project area (RFIs approved March 20, 2020). However, an INDOT ES search of the USFWS database, there were two indicated MYSO roosts approximately 0.4 miles from the project location.

A bat inspection completed on September 1, 2020 was done for all of the culverts within the project area. The inspection did not identify any evidence that bats may be using any of the structures within the project area.

#### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.45495845209453,-87.27425268044182,14z>



Counties: Tippecanoe and Warren counties, Indiana

## Endangered Species Act Species

There is a total of 2 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. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, 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 <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

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

**From:** Bowman, Sandra A <SBowman@indot.IN.gov>  
**Sent:** Thursday, January 28, 2021 2:20 PM  
**To:** shannon@littleriverconsultants.com  
**Subject:** RE: Des. No. 1400249 SR 26 Rehabilitation  
**Attachments:** FACT SHEETS.doc; BAT AND BIRD ID Brochure.pdf; MIGRATORY BIRD TREATY ACT COMPLIANCE Summary.doc; Eastern Phoebe USP.rtf

Shannon,

We don't need to coordinate with the DNR. The bridges that are impacted will need to have the nests (looks like Eastern Phoebes) removed prior to start of construction and before any eggs are laid. Will also need to monitor for and remove any new nesting activity before eggs are laid. The best thing to do is get the old structures out ASAP. They reuse nests and can have them ready for business in 3 – 13 days. This is covered in the USP. I forgot I had one developed for Eastern Phoebes. There is also a guidance document that you can reference but should not be included in the contract. The USP will resolve the commitment. What is happening at the Big Pine Creek bridge? If there is no work occurring don't worry about them.

I attached some other stuff that I was working on for a MBTA on-line training course.

*Sandy*

Sandra Bowman  
Mgr, Ecology and Waterway Permitting

[sbowman@indot.in.gov](mailto:sbowman@indot.in.gov)  
Off Cell – 317-416-2509

---

**From:** shannon@littleriverconsultants.com <shannon@littleriverconsultants.com>  
**Sent:** Wednesday, January 27, 2021 1:03 PM  
**To:** Bowman, Sandra A <SBowman@indot.IN.gov>  
**Subject:** Des. No. 1400249 SR 26 Rehabilitation

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

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Ms. Bowman,

I'm working on the CE for Des. No. 1400249. Two box culverts are scheduled for replacement that have bird nests associated with them (see attached). Nests were found under one other bridge within the project area, but that bridge is not being impacted. I've attached the DNR letter for your review. The project is scheduled to begin Spring 2022 and we're hoping to submit the CE within the next few weeks. Could you please help me with the migratory bird coordination?

Thanks for your help,

Shannon

Shannon Bonifacio

Project Scientist II

LITTLE RIVER CONSULTANTS, LLC

9675 South CR 100 East · Clayton, Indiana 46118

[Cell 928.916.3145](tel:928.916.3145) · [www.littleriverconsultants.com](http://www.littleriverconsultants.com)



# Culvert Inspection Report

**CV 026-079-24.58**

**SR 26**

**over**



**Inspection Date:** 05/11/2020

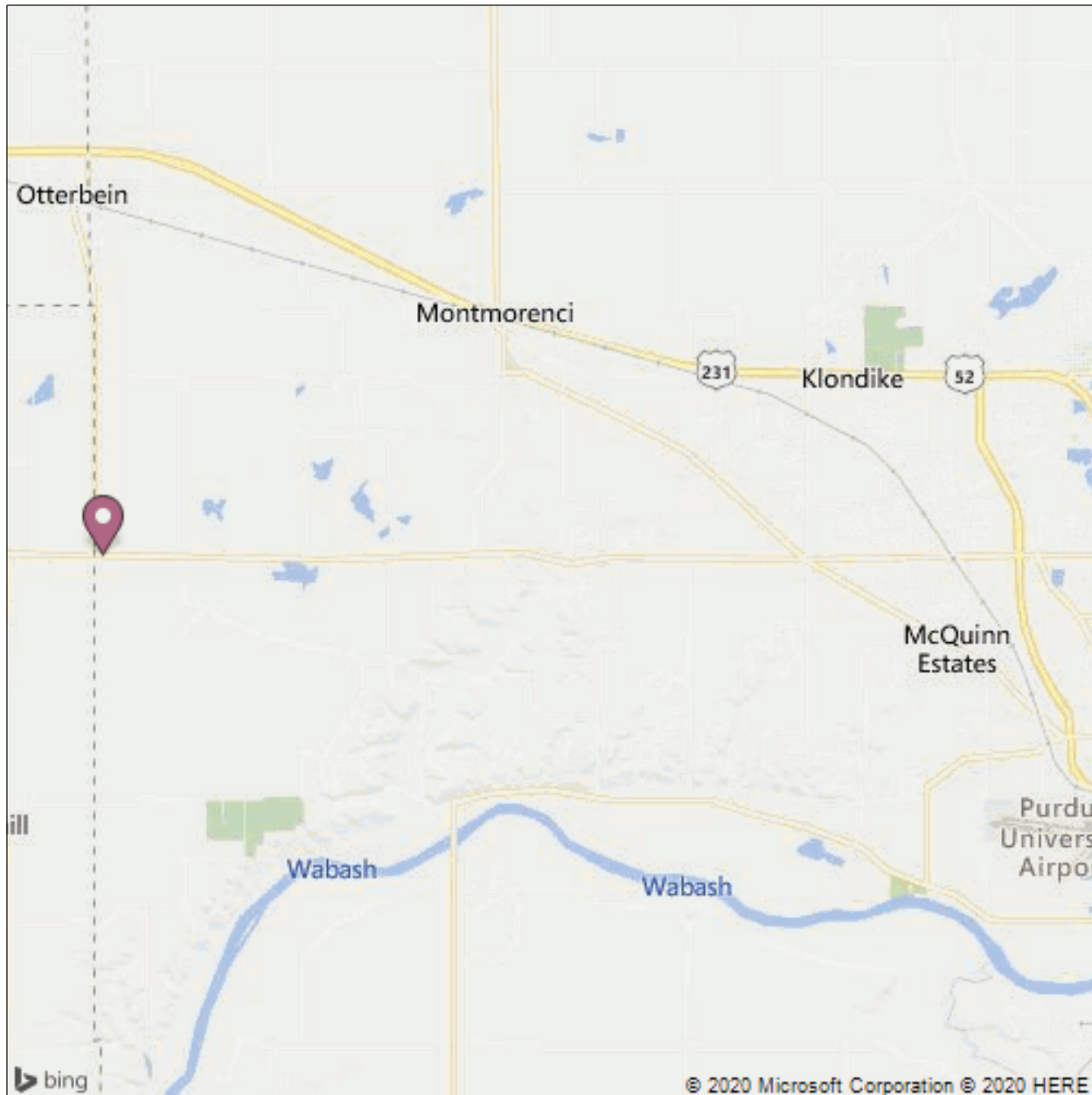
**Inspected By:** Daniel W. Bewley

**Inspection Type(s):** Culvert

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Culvert Inspection Report



Latitude: 40.44597  
Longitude: -87.09159



**Large Culvert Inspection Report**

(8) Asset Code:	93000270	(27) Year Built:	0000
Asset Name:	CV 026-079-24.58	(90) Inspection Date:	05/11/2020
OLD Culvert ID:	026-79-24.58	(91) Inspection Frequency:	12
Team Assignment:	01	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	01	(3) County Code:	079
Sub District:	1300	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 26	(6) Features Intersected:	
(9) Location:	8.70 E SR 55	(9.01) Location Additional Description:	
(11) Milepoint:	24.58	(16) Latitude:	40.44597
		(17) Longitude:	-87.09159
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	1. Concrete	Culvert: Type of Structure:	19. 4 Sided Box Culvert	Min Est Fill Cover (ft):	0.00
Culvert: Max. Horizontal Opening (ft.):	6.00	Culvert: Max. Vertical Opening (ft.):	5.00	(34) Skew:	0
Barrel Length (ft.):	24.00	Original Culvert Shape:	Box		

Measurement Remarks: *From CV Chart*

Structure Additional Description: *Reinforced Concrete Box 6' x 5' RC Box*

**Openings:**

Direction	Opening Latitude	Opening Longitude	Direction	Opening Latitude	Opening Longitude
1.			3.		
2.			4.		

Openings Comments:

**Follow Up Required:**

\*\*If checked, please describe for follow up:

**Endangered Species**

Bats: seen or heard under structure? \*

*N - No evidence of bats*

Birds/swallows/nests seen? Empty nests present?

*N - No Birds and/or Nests Visi*

\* If yes, add one photo to the dropdown field

**General Condition Ratings**

(36A) Bridge Railings:	1	(36C) Approach Guardrail:	1
(36B) Transitions:	1	(36D) Approach Guardrail Ends:	1

**Culvert:**

(62) Culvert - Rating: 4

(62) Culvert Rating Comments: *There is a large spall at the north end of the east abutment wall. There is also a large spall on the southeast wing wall. there is spalled areas along the water line on East abutment. .Culvert is in the program for replacement, with a letting date 11/17/2021. Damaged Attenuator was found during the 2020 inspection. Maintenance letter was written.*

**Deck:**

(58) Deck: N

(58a) Deck Comments:

**Superstructure:**

(59) Superstructure: N

(59.01) Superstructure Comments:

**Substructure:**

(60) Substructure: N

(60.01) Substructure Comments:

CV-Headwall/Anchor Rating 7

CV-Wingwalls Rating 4

**Channel:**

(61) Channel and Channel Protection: 5

(61.01) Channel and Channel Protection Comments: *There is moderate channel scour at the south end of the structure. There is minor sediment build up throughout the structure.*

Bank Erosion Rating: 7

Drift/Sediment Rating 7

Channel Alignment Rating 6

Check this box if culvert has OBSTRUCTED flow

Describe Obstruction:

Overtopping Frequency: 2

Overtopping Frequency Comments:

Culvert Inspection Report

Pictures



PHOTO 1 Condition  
Description Road alignment looking west



PHOTO 2 Condition  
Description Road alignment looking east

Culvert Inspection Report

Pictures



PHOTO 3 Condition  
Description Pavement condition above culvert



PHOTO 5 Elevation, Condition  
Description Profile looking south



Culvert Inspection Report

Pictures



PHOTO 6 Condition  
Description Profile looking north also showing spalled area at SE corner



PHOTO 7 Condition  
Description Bottom of slab has honeycombing towards N

Culvert Inspection Report

Pictures



PHOTO 8 Condition  
Description East abutment also showing spalled area at NE corner



PHOTO 9 Condition  
Description West abutment also showing spalled area at NW corner

Culvert Inspection Report

Pictures



PHOTO 10 Condition  
Description East abutment has spalling about the water line



PHOTO 11 Condition  
Description Up stream alignment or looking north

Culvert Inspection Report

Pictures



PHOTO 12 Condition  
Description Down stream alignment or south



PHOTO 13 Condition, Maintenance - Culvert  
Description Erosion occurring at SE corner

Date Reported: 05/12/2020 CV 026-079-24.58  
Priority: Yellow 93000270  
Work Code: Erosion Control/Riprap  
Deficiency Description: Erosion occurring at SE corner. Carbondale Unit Foreman was contacted via phone while I was there at the culvert. He advised me he would have his crew there on Tuesday, May 12. I advised him I would write a Maintenance letter.

Reported By: Dan Bewley  
Phone: 765-361-5281  
Email Address: dbewley@indot.in.gov  
Recommendation: Please have Maintenance repair the erosion.

Work Description:

Date Repairs Completed:  
Maintenance Comments:

Date Reported: 05/12/2020  
Priority: Yellow  
Work Code: Attenuator Repair  
Deficiency Description: Damaged crash attenuator at SW corner

CV 026-079-24.58  
93000270

Reported By: Dan Bewley  
Phone: 765-361-5281  
Email Address: dbewley@indot.in.gov  
Recommendation: Please have Maintenance repair the attenuator. Thank you.

Work Description:

Date Repairs Completed:  
Maintenance Comments:

Date Reported: 12/05/2018  
Priority: Yellow  
Work Code: Attenuator Repair  
Deficiency Description: Damaged crash attenuator on the SW corner.

CV 026-079-24.58  
93000270

Reported By: Dan Bewley  
Phone: 765-361-5281  
Email Address:  
Recommendation: Please replace the damaged crash attenuator. Thank you.

Work Description:

Date Repairs Completed:  
Maintenance Comments:

# Culvert Inspection Report

CV 026-086-14.19

SR 26

over



Inspection Date: 05/11/2020

Inspected By: Daniel W. Bewley

Inspection Type(s): Culvert



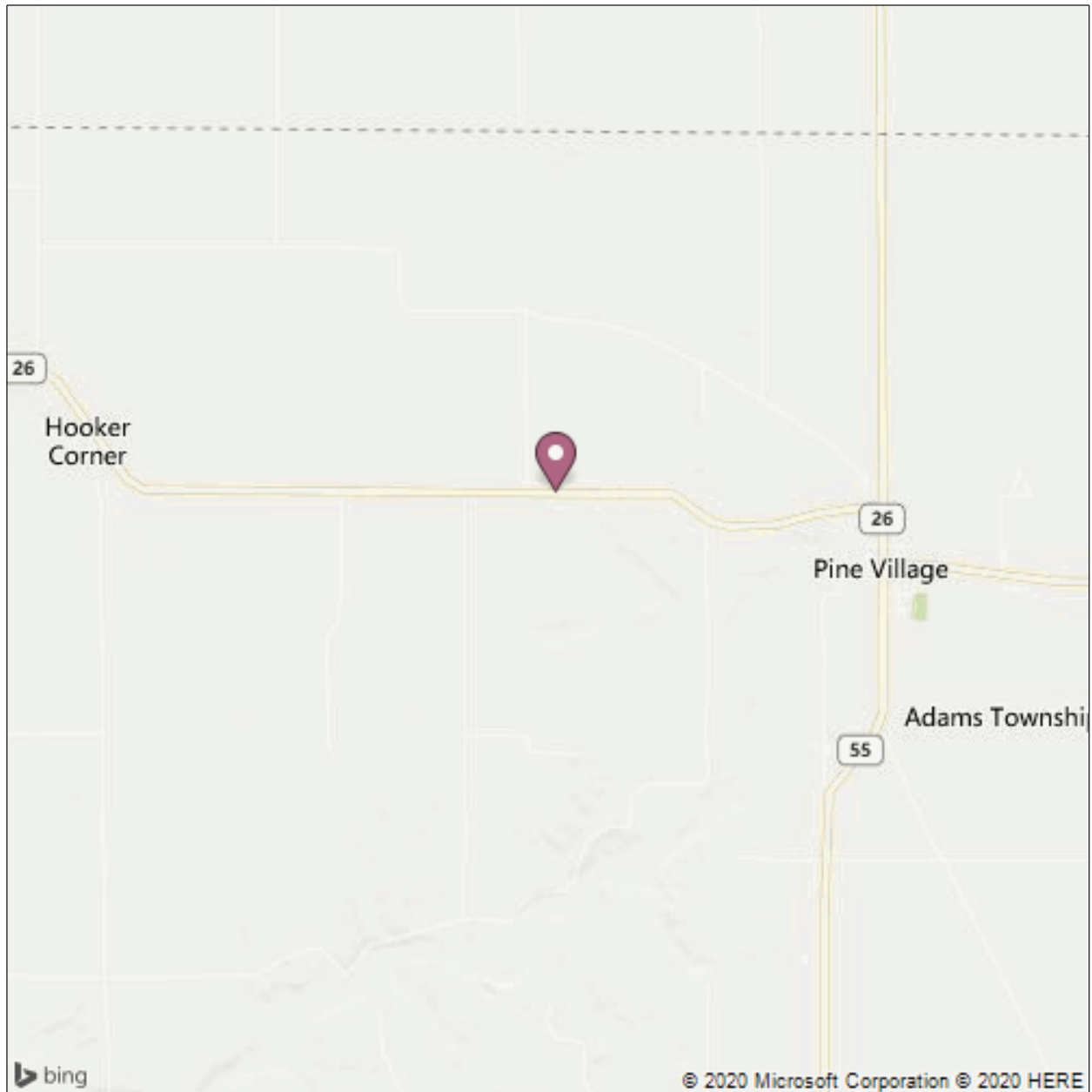
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Inspector: Daniel W. Bewley  
Inspection Date: 05/11/2020

Asset Name: CV 026-086-14.19  
Facility Carried: SR 26

### Culvert Inspection Report



Latitude: 40.45446  
Longitude: -87.28030

Inspector: Daniel W. Bewley  
Inspection Date: 05/11/2020

Structure Number: 93000302  
Facility Carried: SR 26

### Culvert Inspection Report

## Executive Summary

5/11/2020. Culvert is in overall poor condition. The deck was cored in 2016, the Rating were changed to a 4 at that time.

SPMS shows Des# 1600867, Contract# R-40577, Letting Date 11/17/2021, Work Type Replacement & Project Status Active

**Large Culvert Inspection Report**

(8) Asset Code:	93000302	(27) Year Built:	0000
Asset Name:	CV 026-086-14.19	(90) Inspection Date:	05/11/2020
OLD Culvert ID:	026-86-14.19	(91) Inspection Frequency:	12
Team Assignment:	01	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	01	(3) County Code:	086
Sub District:	1300	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 26	(6) Features Intersected:	
(9) Location:	1.45 W SR 55	(9.01) Location Additional Description:	
(11) Milepoint:	0	(16) Latitude:	40.45446
		(17) Longitude:	-87.28030
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	1. Concrete	Culvert: Type of Structure:	1. Slab	Min Est Fill Cover (ft):	0.00
Culvert: Max. Horizontal Opening (ft.):	14.00	Culvert: Max. Vertical Opening (ft.):	9.00	(34) Skew:	00
Barrel Length (ft.):	24.00	Original Culvert Shape:	Box		

Measurement Remarks: From CV Chart

Structure Additional Description: Concrete Slabtop 14 x 9' Slabtop

**Openings:**

Direction	Opening Latitude	Opening Longitude	Direction	Opening Latitude	Opening Longitude
1.			3.		
2.			4.		

Openings Comments:

Follow Up Required:

\*\*If checked, please describe for follow up:

**Endangered Species**

Bats: seen or heard under structure? \* N  
 Birds/swallows/nests seen? Empty nests present? N  
 \* If yes, add one photo to the dropdown field

**General Condition Ratings**

(36A) Bridge Railings:	0	(36C) Approach Guardrail:	0
(36B) Transitions:	0	(36D) Approach Guardrail Ends:	0

**Culvert:**

(62) Culvert - Rating: 4

(62) Culvert Rating Comments: *Adjusted overall rating to '4' based on core of slab that indicates it is crumbled with poor strength.*

**Deck:**

(58) Deck: N

(58a) Deck Comments:

**Superstructure:**

(59) Superstructure: 4

(59.01) Superstructure Comments: *The slab and coping have spalls with exposed rebar.*

**Substructure:**

(60) Substructure: 4

(60.01) Substructure Comments: *The substructure has some wide cracks and abrasion. There is a large and deep spalled out area at the joint between the west abutment and NW wingwall. The wingwalls are separating from abutments.*

CV-Headwall/Anchor Rating 4

CV-Wingwalls Rating 5

**Channel:**

(61) Channel and Channel Protection: 7

(61.01) Channel and Channel Protection Comments: *There is minor bank erosion at the south end of the structure. There is minor channel scour throughout the structure. Channel flows from North towards South.*

Bank Erosion Rating: 7

Drift/Sediment Rating: 7

Channel Alignment Rating: 7

Check this box if culvert has **OBSTRUCTED** flow

Describe Obstruction:

Overtopping Frequency: 2

Overtopping Frequency Comments:

Culvert Inspection Report

Pictures



PHOTO 1 Condition  
Description Road alignment looking west



PHOTO 2 Condition  
Description Road alignment looking east

Culvert Inspection Report

Pictures



PHOTO 3 Condition  
Description Pavement condition above culvert



PHOTO 4 Condition  
Description North parapet wall condition

Culvert Inspection Report

Pictures



PHOTO 5    Condition  
Description    South parapet wall condition



PHOTO 6    Elevation, Condition  
Description    Profile looking south



Culvert Inspection Report

Pictures



PHOTO 7 Condition  
Description Profile looking North



PHOTO 8 Condition  
Description West abutment condition

Culvert Inspection Report

Pictures



PHOTO 9    Condition  
Description    East abutment condition



PHOTO 10    Condition  
Description    Spalled areas on concrete at NW corner

Culvert Inspection Report

Pictures



PHOTO 11 Condition  
Description Bottom of slab has corner spalls on S end



PHOTO 12 Condition  
Description Bottom of slab has corner spall on N end

Culvert Inspection Report

Pictures



PHOTO 13 Condition  
Description Bottom of slab condition



PHOTO 14 Condition  
Description Up stream alignment or looking north

Culvert Inspection Report

Pictures



PHOTO 15 Condition

Description Down stream alignment or looking south