

APPENDIX C: EARLY COORDINATION



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February 3, 2020

Sample Early Coordination Letter

Karen Novak
Environmental Team Lead, Fort Wayne District
Indiana Department of Transportation
5333 Hatfield Road
Fort Wayne, IN 46808

Re: Des. No. 1800222
Slide Correction
State Road 116, 4.08 miles east of SR 41
Wells County, Indiana

Dear Ms. Novak:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) propose a slide correction of State Road (SR) 116 in Wells County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Project Location: The project area is located 4.08 miles east of SR 41 in Wells County near the town of Bluffton, Indiana. The project area lies within Section 18, Township 26 North, Range 13 East on the United States Geological Survey (USGS) 7.5 Minute Linn Grove Quadrangle Topographic Map.

Need and Purpose: The need for this project is to protect the adjacent roadway from being damaged by continued bank erosion and to protect the traveling public. Natural stream bank erosion has destabilized the slope and caused the soil to slide towards the Wabash River. The purpose of the project is to mitigate a sliding earth mass on the north side of SR 116.

Existing Conditions: SR 116 is currently a two-lane undivided highway, functionally classified as a rural collector. The existing roadway is approximately 22 feet wide through the project limits with 2 feet paved shoulders.

Proposed Project: The proposed project will shift SR 116 75 feet south of the existing alignment. The bank stabilization will require soil excavation replaced with appropriately sized rip rap.

Right-of-Way (ROW): INDOT anticipates the need to acquire right-of-way to complete this project. Approximately 5 acres of right-of-way will be required.

Maintenance of Traffic (MOT): Traffic along SR 116 is expected to be detoured during construction.

Surrounding Resources: Land use in the vicinity of the project area is primarily agricultural, residential and riparian corridor of the Wabash River. A waters/wetland determination will be performed and possible wetlands delineated. A Waters Report will summarize the findings. The project is not located within a regulated floodplain, and is not located within a wellhead protection area or an Urban area Boundary (UAB).

This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Landon Little, of HNTB Corporation, at ltlittle@hntb.com or 317-917-5328. 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.

If you have any question regarding this matter, please feel free to contact Landon Little, of HNTB Corporation, at ltlittle@hntb.com or 317-917-5328 or John Langmaid, INDOT Project Manager, at jangmaid@indot.in.gov or 260-969-8318.

Sincerely,

HNTB CORPORATION



Landon Little

Scientist

Attachments were removed to avoid duplication. Graphics can be found in Appendix B of this document.

Attachments: Figure 1: Project Location Map
Figure 2: Project Area Aerial
Figure 3: USGS 7.5 Minute Topographic Quad Map
Figure 4: Photograph Location Map
Project Location Photographs

Cc: Jarrod Hahn, Wells County Surveyor
Scott Holliday, Wells County Sheriff
Joshua Cotton, Wells County Highway Department
John Whicker, City of Bluffton Mayor
Todd Mahnensmith, Wells County Council
Brad Yates, Bluffton-Harrison MSD
Rick Piepenbrink, Wells County Emergency Management
Blake Gerber, Wells County Commissioners
Michael Lautzenheiser, Area Plan Commission
Dan Avery, Northeastern Indiana Regional Coordinating Council
Rick Neilson, NRCS State Conservationist
Brian Royer, Indiana Department of Natural Resources Division of Oil and Gas
Rickie Clark, Indiana Department of Transportation, Manager of Public Hearings
Karen Novak, Indiana Department of Transportation, Fort Wayne District
Greg McKay, US Army Corps of Engineers, Louisville District
Indiana Geological Survey
Christie Stanifer, Indiana Department of Natural Resources
Joyce Newland, Federal Highway Administration
Elizabeth McCloskey, US Fish and Wildlife Service
John Langmaid, INDOT Project Manager
Douglas Gavin, HNTB Corporation

Landon Little

From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Wednesday, February 5, 2020 5:37 PM
To: Landon Little
Cc: Langmaid, John; Mcnair, Bradly T
Subject: Early Coordination DES# 1800222 Slide Correction S.R. 116 Wells County - Decentralization of Public Involvement Process for Federal-Aid Projects
Attachments: PublicInvolvementTrainingIntroduction.pdf; PublicInvolvementTraining-Criteria to determine which projects require action.pdf; PublicInvolvementTraining-Holding a Public Hearing.pdf; PublicInvolvementTraining-Offering a Public Hearing.pdf
Follow Up Flag: Follow up
Flag Status: Flagged



INDIANA DEPARTMENT OF TRANSPORTATION

DECENTRALIZATION OF PUBLIC INVOLVEMENT FOR FEDERAL-AID PROJECTS

- **Public involvement process changing for INDOT projects**
- **Public involvement activities for LPA projects will continue to be performed by consultant teams**
- **Certification of public involvement process (INDOT and LPA) to transition to Consultant Services**

Historically, formal public involvement required per federal law/regulation has been a centralized process coordinated by INDOT's Office of Public Involvement (OPI). However, after careful consideration and per executive decision, public involvement (PI) required for federal-aid projects, is transitioning to a decentralized process led by INDOT Project Management (PM) under the leadership of our Capital Program Management Division (CMPD). The decision to decentralize PI is in line with what many departments of transportation have done and are doing to achieve optimal efficiency in project development and delivery.

The timeline for full implementation of PI decentralization began January 1, 2020 and continues through June 30, 2020. This six month period allows sufficient time to evaluate implementation. During this evaluation period, INDOT's Office of Public Involvement will provide guidance, support and in some cases still perform public involvement activities as needed. An example of "as needed" would be projects released for PI just before or shortly after the start of the transition period (Jan. 1st) or projects developed in-house with minimal consultant team support that may require PI.

One way to look at this for consultant teams who perhaps have done work for Local Public Agencies (LPA), the consultant performs any required public involvement activities. Under the new INDOT PI decentralized process, consultant teams would perform (as directed by INDOT PM) required PI activities for INDOT projects as well.

In moving forward with PI decentralization, the certification of PI requirements will transition to INDOT Consultant Service Managers (CSM).

INDOT OFFICE OF PUBLIC INVOLVEMENT - Prior to the executive decision to decentralize PI, INDOT developed a draft Public Involvement Procedures (PIP) document to update its PI process. This document will be updated to reflect the transition to a decentralized PI process. An updated INDOT PIP document is anticipated to be completed and approved Spring 2020.

Throughout the PI transition (evaluation period through June 30, 2020) the Office of Public Involvement will continue to monitor, oversee and coordinate compliance of state and federal laws/regulations pertaining to public involvement in transportation decision-making. The Office of Public Involvement will continue providing guidance, support and coordination activities working with our ADA, Title VI, Planning/STIP programs. **DECENTRALIZATION OF PI – RESPONSIBILITIES** are generally described below:

Project Management

- Coordinate public involvement activities including public meetings/hearings, advertising the hearings opportunity, documenting all activities undertaken during formal (required) public involvement

Consultant Services

- Certification of public involvement, ensuring public involvement activities are conducted in accordance to federal regulations (per guidance provided by Office of Public Involvement), sign off on NEPA documentation indicating completion of public involvement

Office of Public Involvement

- Develop/facilitate PI training materials, develop resource and guidance materials including ADA and Title VI stakeholder engagement and support services, coordinate and deliver FHWA EDC-5 Virtual Public Innovation (VPI), complete public involvement procedures update (Spring 2020) coordinate joint approval of procedures

PROJECT MANAGEMENT AND CONSULTANT TEAMS

For CE projects, a public hearing must be offered OR held; an exception to this would be for CE projects involving a historic bridge, those require a public hearing

- EA and EIS projects require mandatory public hearing

Most projects in the production schedule are CE level, therefore upon release of the NEPA document, required public involvement would fall under one of the two scenarios below:

Scenario #1 – Advertise public hearing opportunity

- Publish two legal notices in the local paper to advertise the project and offer the public the opportunity to request a public hearing
- Ensure project documents are available for the public to view (at least one location within reasonable proximity to the project) must be selected, you can have multiple locations if desired
- The public must be offered a minimum of 15 days in which to submit comments or to request a public hearing; the 15 days are calendar days (not business days) and the 15-day comment period begins the date the 1st of the two notices is published

- At the end the 15 day comment period, all comments received must be responded to, all comments and responses are to be documented
- If hearing requests are received, the project sponsor can decide if a hearing is to be held or not
- If no hearing held, then submit all public involvement materials to INDOT for review and to receive public involvement certification
- Once PI certification is received, submit PI materials to INDOT Environmental Services to initiate request for NEPA document approval

Scenario #2 – Hold Public Hearing

- Publish two legal notices in the local paper to advertise the project and offer the public the opportunity to request a public hearing
- Ensure project documents are available for the public to view (at least one location within reasonable proximity to the project) must be selected, you can have multiple locations if desired
- Schedule date/time/location for public hearing; ensure venue is ADA compliant
- Publish legal notice in local paper; two legal notices must be published
- The hearing cannot take place sooner than 15 days from the date the 1st legal notice is published
- Hold formal public hearing; a formal presentation should be given, public comments presented verbally must be recorded and transcribed
- Allow 2 weeks following the public hearing for public comments
 - The comment period actually begins once the 1st legal notice is published but it is a good practice to allow a couple weeks after a hearing to receive comments
- Prepare a public hearing’s transcript (an accounting of all public involvement activities undertaken, including the public hearing)
- Submit transcript and public involvement materials to INDOT for review and to receive public involvement certification
- Once PI certification is received, submit PI materials to INDOT Environmental Services to initiate request for NEPA document approval

As we move forward with PI decentralization, please feel free to contact me at any time with any questions and concerns you have.

Kind Regards,

Rickie Clark
 Indiana Department of Transportation
 Office of Public Involvement / Communications
 100 North Senate Avenue, Room N642
 Indianapolis, Indiana 46204
Phone: (317) 232-6601 **Email:** rclark@indot.in.gov



Landon Little

From: John Whicker <jswicker@adamswells.com>
Sent: Friday, February 7, 2020 12:39 PM
To: Landon Little
Subject: Des. No. 1800222 - Slide Correction

Mr. Little: On behalf of the City of Bluffton, we fully support this project. The proposed solution to the Wabash River bank erosion seems to be covered in the scope of the project. As a community, we have been concerned with the safety of this section of SR 116. Thank you.

John S. Whicker
Mayor - City of Bluffton

Landon Little

From: Novak, Karen <KNovak@indot.IN.gov>
Sent: Monday, February 10, 2020 1:48 PM
To: Landon Little
Cc: Taylor, Ashley
Subject: RE: Early Coordination Letter Des. No. 1800222 - Slide Correction, SR 116, Wells County

Good Afternoon Landon,

Thank you for the ECL for project Des. No. 1800222. I did see a misprint, the letter indicates the project is 4.08 miles east of SR 41 (I believe you meant SR 1). Also, it was noted that the project is not located within a regulated floodplain, but in being familiar with the location of this project and reviewing GIS maps, the project areas is location within a regulated floodplain that runs up and down the Wabash River. I assume this will be discussed in the Waters Report findings and NEPA document. We do not have any further comments as of today's date.

Respectfully,

Karen M. Novak

Sr Environmental Mgr Supervisor
5333 Hatfield Road
Fort Wayne, IN 46808
Office: (260) 969-8302
Email: knovak@indot.in.gov



From: Landon Little [mailto:ltlittle@HNTB.com]
Sent: Monday, February 03, 2020 2:13 PM
To: Novak, Karen <KNovak@indot.IN.gov>
Subject: Early Coordination Letter Des. No. 1800222 - Slide Correction, SR 116, Wells County

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

Dear Ms. Novak,

Please see attached early coordination letter and supporting graphics for SR 116 Slide Correction in Wells County (Des. No. 1800222). If you have any question regarding this project, please feel free to contact me by phone or email.

Thank you,

Landon Little

Scientist

Environmental Planning

Tel (317)917-5328 Email ltlittle@hntb.com

HNTB CORPORATION

111 Monument Circle, Suite 1200, Indianapolis, IN 46024 | www.hntb.com

Landon Little

From: Scott Holliday <Scott.Holliday@wellscountysheriff.com>
Sent: Tuesday, February 11, 2020 10:20 AM
To: Landon Little
Subject: Des No. 1800222

Landon

This email is in response to the proposed slide correction on SR 116 in Wells County. As Sheriff I feel there is no adverse effects as a result of the proposed project. I am in full support of the project as its current state creates a safety hazard for traffic traveling in this area. Unfortunately I was present when someone slid there vehicle off the roadway in this area during snowy conditions. The vehicle went into the river and submerged causing death. Please let me know if I can be of further assistance moving forward.

Sincerely,

Sheriff Scott A. Holliday

*Wells County Sheriff's Office
1615 W. Western Ave
Bluffton, IN 46714
260.824.3426 - Phone
260.827.6424 - Fax*





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

February 14, 2020

Mr. Landon Little
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204-5178

Project No.: Des. 1800222
Project: SR 116 Wabash River Slide Correction
Location: Vera Cruz, Wells County

Dear Mr. Little:

This responds to your letter dated February 3, 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 relocating a small portion of SR 116 about 75 feet away from the south bank of the Wabash River and filling and placing riprap within a slide area that is currently within 20 feet of the highway pavement. Additional permanent right-of-way will be needed in order to move the roadway; much of that new ROW is active cropland, but some of the adjacent woodland may also be affected. We request that tree clearing within the woodland be limited to the minimum necessary to construct the project.

The north side of the river opposite the slide is part of Ouabache State Park and is bottomland woodland. Although the project would not have a direct impact on this resource, we request that it be kept in mind while designing and constructing the project. We believe that native trees and shrubs should be planted in the slide area when it is repaired rather than just placing riprap, in order for the repair site to blend in with the natural habitat values of the State Park.

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 these species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process.

We appreciate the opportunity to comment on this proposed project. Please keep us informed of project planning as it progresses. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

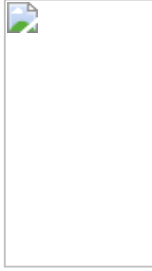
Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email February 14, 2020; no hard copy to follow.

cc: Christie Stanifer, Environmental Coordinator, Division of Fish and Wildlife, Indianapolis, IN



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

Indiana Department of Transportation
John Langmaid
5333 Hatfield Rd
Fort Wayne , IN 46808
Date

HNTB Corporation
Landon Little
111 Monument Circle
Indianapolis , IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT) and Federal Highway administration (FHWA) intend to proceed with a project involving the SR 116 in Wells County Indiana. This project is located on SR 116, approximately 4.08 miles east of SR 41 in a rural portion of Well County, Indiana. More specifically, the project is located in Section 18, Township 26 North, Range 13 East in Harrison Township. Proposed activities include SR 116 being shifted 75 feet south of the existing alignment. Bank stabilization will require soil excavation replaced with appropriately sized rip rap along the bank of the Wabash River.

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 following statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - 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
 - <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.) 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>)). 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.

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 Indiana Department of Transportation (INDOT) and Federal Highway administration (FHWA) intend to proceed with a project involving the SR 116 in Wells County Indiana. This project is located on SR 116, approximately 4.08 miles east of SR 41 in a rural portion of Well County, Indiana. More specifically, the project is located in Section 18, Township 26 North, Range 13 East in Harrison Township. Proposed activities include SR 116 being shifted 75 feet south of the existing alignment. Bank stabilization will require soil excavation replaced with appropriately sized rip rap along the bank of the Wabash River.

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: 02/03/2020

Signature of the INDOT Project Engineer or Other Responsible Agent John Langmaid

John Langmaid

Date: 03/12/2020

Signature of the For Hire Consultant 

Landon Little

THIS IS NOT A PERMIT

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

DNR #: ER-22198

Request Received: February 3, 2020

Requestor: HNTB Corporation
Landon Little
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: SR 116 slide correction and Wabash River bank stabilization, 4.08 miles east of SR 41; Des #1800222

County/Site info: Wells

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 for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. However, Ouabache State Park is located immediately north of the project area.

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) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

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

2) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application) 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).

3) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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 will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Eastern 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 regularly 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 excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
12. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
13. 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.

THIS IS NOT A PERMIT

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

14. Do not excavate or place fill in any riparian wetland.

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 4, 2020

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



Organization and Project Information

Project ID:
Des. ID: 1800222
Project Title: SR 116 Slide Correction
Name of Organization: HNTB
Requested by: Shampayne Jeffries

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: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells

*All map layers from Indiana Map (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

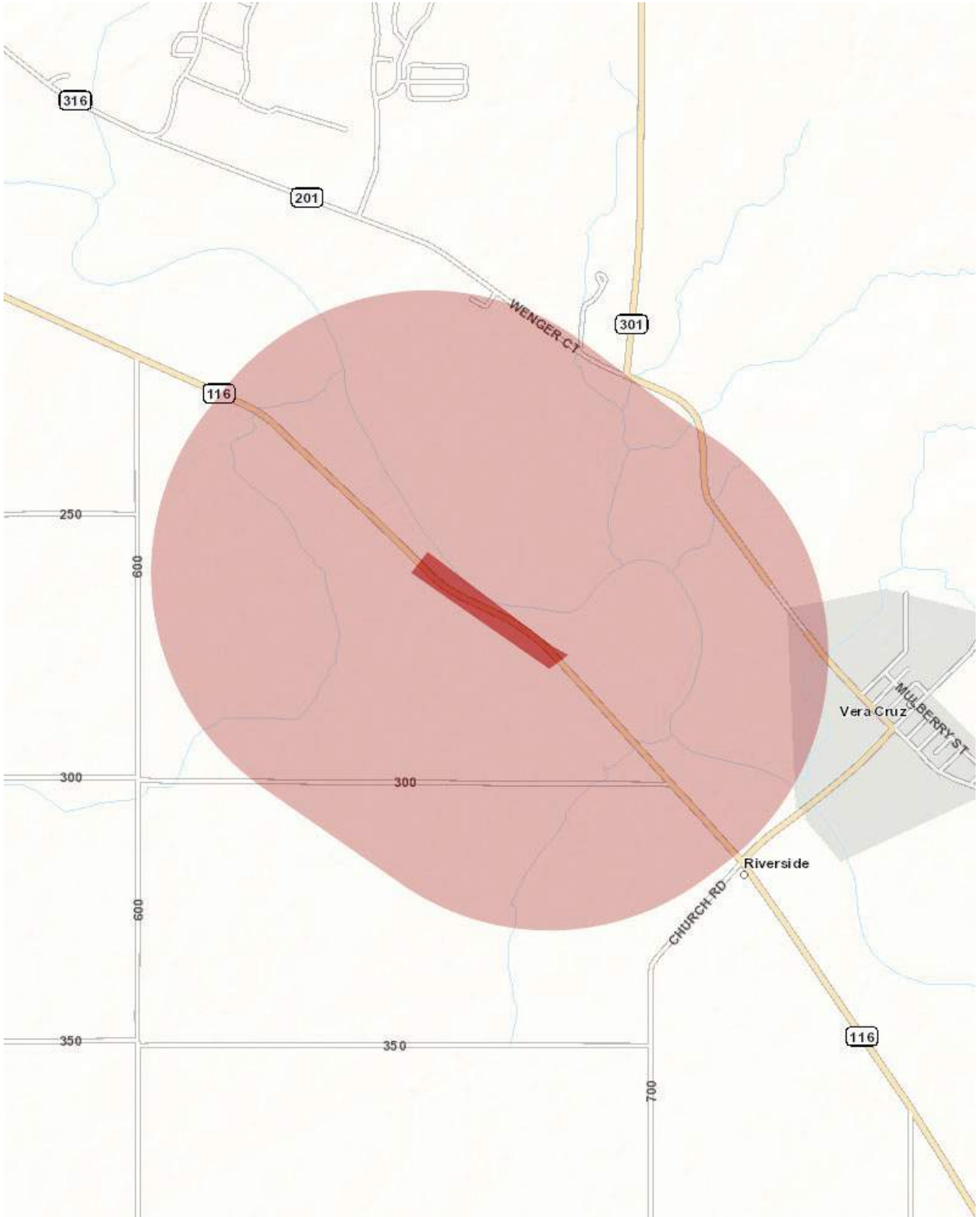
Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: June 22, 2020





Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.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/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Susan Harrington

From: Winne, Jon <JWinne@dnr.IN.gov>
Sent: Saturday, August 8, 2020 9:29 AM
To: Susan Harrington
Cc: Richard Connolly; Baughman, Brandt
Subject: RE: Ouabache State Park Coordination - SR 116 Slide Correction Des 1800222

Susan,

The project is on the opposite bank of the Wabash River from the park, and the area of the park near the project area is undeveloped natural space. I do not foresee any significant impact to park resources or operations and have no concerns regarding the project.

Thanks,
Jon

Jon Winne
Property Manager
Ouabache State Park
4930 E SR 201
Bluffton, IN 46714
260-824-0926
www.dnr.in.gov

** Please let us know about the quality of our service by taking this [brief customer survey](#).*



Memories made naturally.

From: Susan Harrington [mailto:sharrington@HNTB.com]
Sent: Wednesday, August 05, 2020 12:54 PM
To: Winne, Jon <JWinne@dnr.IN.gov>
Cc: Richard Connolly <rconnolly@HNTB.com>
Subject: Ouabache State Park Coordination - SR 116 Slide Correction Des 1800222

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

Hello Mr. Winne,
Thank you for your time on the phone this morning. As we discussed, INDOT is planning a project to address slide conditions on SR 116 adjacent to Oubache State Park. Please let us know if you have any concerns or questions about the project.
Thank you!

Susan Harrington
Scientist III

February 12, 2020

Landon Little
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Mr. Little:

The proposed project to protect adjacent roadways from being damaged by continued bank erosion in Wells County, Indiana, (Des No 1800222), as referred to in your letter received February 3, 2020, will cause a conversion of primes farmland.

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

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

JILL REINHART Digitally signed by JILL REINHART
Date: 2020.02.13 11:11:59 -05'00' Acting For

JERRY RAYNOR
State Conservationist

Enclosures



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

November 30, 2020

Susan Harrington
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Harrington:

On February 12, 2020 NRCS responded to an FPPA request for a proposed project to protect adjacent roadways from being damaged by continued bank erosion in Wells County, Indiana (Des No 1800222). The AD-1006, as completed by HNTB Corporation, had a value of 162 for Part VII.

7CFR658.4(c) (3) states that "Sites receiving scores totaling 160 or more be given increasingly higher levels of consideration for protection". 7CFR658.4(c) (4) lists options such as "Alternative sites and locations" or "use of land that is not farmland". Given the nature of this project, NRCS understands that the need to have this project in its current location.

The role of NRCS in this process is to inform all parties involved that the project has eclipsed a certain threshold, but we do not approve or disapprove of the specific project details or impacts. It is up to the sponsoring Federal Agency to make a final decision whether a higher level of consideration for protection is warranted.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
NEILSON RICHARD NEILSON
Date: 2020.12.02
13:33:18 -05'00'
RICK NEILSON
State Soil Scientist

Enclosures



Susan Harrington

From: Novak, Karen <KNovak@indot.IN.gov>
Sent: Wednesday, October 2, 2019 12:35 PM
To: tjones@HNTB.com
Cc: Susan Harrington
Subject: RE: USFWS Bat Layer Check- Des No 1800222 SR 116 Slide Correction

Good Afternoon Tenecia,

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat shall be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Thank You,

Karen M. Novak

Sr Environmental Mgr Supervisor

5333 Hatfield Road
Fort Wayne, IN 46808

Office: (260) 969-8302

Email: knovak@indot.in.gov



From: Herron, Toni N
Sent: Monday, September 30, 2019 12:34 PM
To: Novak, Karen <KNovak@indot.IN.gov>
Subject: FW: USFWS Bat Layer Check- Des No 1800222 SR 116 Slide Correction

Please see bat check request below.

From: Tenecia Jones [<mailto:tgjones@HNTB.com>]
Sent: Monday, September 30, 2019 10:45 AM
To: Herron, Toni N <ToHerron@indot.IN.gov>
Cc: Susan Harrington <sharrington@HNTB.com>
Subject: USFWS Bat Layer Check- Des No 1800222 SR 116 Slide Correction

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Good Morning Toni,



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:

December 16, 2020

Consultation Code: 03E12000-2019-I-1860

Event Code: 03E12000-2021-E-01649

Project Name: SR 116, Slide Correction, Des. No. 1800222

Subject: Concurrence verification letter for the 'SR 116, Slide Correction, Des. No. 1800222' project 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 **SR 116, Slide Correction, Des. No. 1800222** (Proposed Action) may rely on the concurrence provided in the 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 (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/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 is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

Project Description

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

Name

SR 116, Slide Correction, Des. No. 1800222

Description

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), Fort Wayne District is proposing a slide correction of State Road (SR) 116, located 4.08 miles east of SR 1 to 4.46 miles east of SR 1 in Wells County, Indiana. In the preferred alternative, the alignment of SR 116 will shift 75 feet south of the existing roadway. Bank stabilization of the Wabash River will also be required. Bank stabilization will require soil excavation and replacement with appropriately sized riprap. There are two culverts within the project area that will be replaced or extended as part of this project. There is potentially suitable summer bat habitat located within and adjacent to the project area. The adjacent trees are contiguous to the riparian corridor of the Wabash River. 0.28 acre of tree clearing within 100 feet of the existing roadway will be required for this project. Tree clearing will occur during the inactive season. Dominant tree species in the area is *Fraxinus pennsylvanica* (Green ash). No bats or evidence of bats were observed during the October 23, 2019 field visit.

A search of the USFWS database by INDOT Fort Wayne District on October 2, 2019, did not identify any documented sites within a half-mile of the project area. The project does not involve permanent lighting alterations, but temporary lighting may be necessary. The project is scheduled to let in August 2022.

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^[1]?

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

Automatically answered

Yes

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

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

Automatically answered

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^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

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

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

Yes

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

No

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

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

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

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

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

No

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

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry 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^[1]?

[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**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry 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 the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?

No

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

No

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

Yes

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

No

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

No

24. Does the project include slash pile burning?

No

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

Yes

26. Is there *any* suitable habitat^[1] 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

27. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] 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

- *INDOT_Culvert_Assessment_Form_St. 10.pdf* <https://ecos.fws.gov/ipac/project/B2FCHXVQUVANDGWYSRGSN5UHZA/projectDocuments/24218137>
- *INDOT_Culvert_Assessment_Form_St. 11.pdf* <https://ecos.fws.gov/ipac/project/B2FCHXVQUVANDGWYSRGSN5UHZA/projectDocuments/24218138>

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

[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

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

No

30. 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

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

Yes

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

Yes

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

No

34. 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?

Yes

35. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

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

Yes

36. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?

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

Yes

37. 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.

No

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

No

39. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

40. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

41. 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.

42. 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.

43. 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

44. **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

45. Tree Removal AMM 1

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

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

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

Yes

46. 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

47. Tree Removal AMM 4

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

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

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

Yes

48. Lighting AMM 1

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

Yes

Project Questionnaire

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

N/A

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

N/A

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

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

0.28

4. Please describe the proposed bridge work:

There are culverts within the project area that will be replaced or extended as part of this project.

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

Spring 2023

6. Please enter the date of the bridge assessment:

October 23, 2019

Avoidance And Minimization Measures (AMMs)

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

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.

LIGHTING AMM 1

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

TREE REMOVAL AMM 1

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

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.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. 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.

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/23/2019	Initial Inspection <input checked="" type="checkbox"/>	Temp: 75 °F
Time of Inspection: 12:30 p.m	Follow-up Inspection <input type="checkbox"/>	Wind: 10 mph
County: Daviess	Construction <input type="checkbox"/>	Precip: 0
Inspected by: R. Connolly, L. Little		Sunrise: 7:00 Sunset: 8:00
GPS Northing: 4507793	Contract Number:	Anticipated Start Date for
Easting: 660679	DES 1800222 & R-41553	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 116	Station: RP 251+40.04
Bridge/Culvert number: Structure 10	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

For bridges and culverts, provide plan, longitudinal and cross section views as appropriate.



N/A

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/23/2019	Initial Inspection <input checked="" type="checkbox"/>	Temp: 75 °F
Time of Inspection: 12:00 a.m	Follow-up Inspection <input type="checkbox"/>	Wind: 10 mph
County: Daviess	Construction <input type="checkbox"/>	Precip: 0
Inspected by: R. Connolly, L. Little		Sunrise: 7:00 Sunset: 8:00
GPS Northing: 4507612	Contract Number:	Anticipated Start Date for
Easting: 660970	DES 1800222 & R-41553	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 116	Station: RP 263+21.52
Bridge/Culvert number: Structure 11	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

For bridges and culverts, provide plan, longitudinal and cross section views as appropriate.



N/A



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:

January 11, 2021

Consultation Code: 03E12000-2019-SLI-1860

Event Code: 03E12000-2021-E-02313

Project Name: SR 116, Slide Correction, Des. No. 1800222

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: 03E12000-2019-SLI-1860

Event Code: 03E12000-2021-E-02313

Project Name: SR 116, Slide Correction, Des. No. 1800222

Project Type: TRANSPORTATION

Project Description: The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), Fort Wayne District is proposing a slide correction of State Road (SR) 116, located 4.08 miles east of SR 1 to 4.46 miles east of SR 1 in Wells County, Indiana. In the preferred alternative, the alignment of SR 116 will shift 75 feet south of the existing roadway. Bank stabilization of the Wabash River will also be required. Bank stabilization will require soil excavation and replacement with appropriately sized riprap. There are two culverts within the project area that will be replaced or extended as part of this project. There is potentially suitable summer bat habitat located within and adjacent to the project area. The adjacent trees are contiguous to the riparian corridor of the Wabash River. 0.28 acre of tree clearing within 100 feet of the existing roadway will be required for this project. Tree clearing will occur during the inactive season. Dominant tree species in the area is *Fraxinus pennsylvanica* (Green ash). No bats or evidence of bats were observed during the October 23, 2019 field visit.

A search of the USFWS database by INDOT Fort Wayne District on October 2, 2019, did not identify any documented sites within a half-mile of the project area. The project does not involve permanent lighting alterations, but temporary lighting may be necessary. The project is scheduled to let in August 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.70347677560123,-85.09418541297975,14z>



Counties: Wells County, 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 Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	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"> ▪ 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 www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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

APPENDIX D: SECTION 106 OF NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**SR 116 SLIDE CORRECTION PROJECT
WELLS COUNTY, INDIANA
DES. NO.: 1800222**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

According to 36 CFR Section 800.16(d), the area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE was determined to include the proposed project area and portions of adjacent properties based on viewsheds from the project area. Wooded areas near the project area provide a natural buffer zone for the surrounding parcels. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised primarily of flat, agricultural land in all directions along with some forested areas to the southwest, southeast, and along the Wabash River embankment to the north. (Appendix A).

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

The APE contains no properties listed to or eligible to the National Register of Historic Places (NRHP).

EFFECT FINDING

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a “No Historic Properties Affected” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide a written concurrence with the Section 106 determination of “No Historic Properties Affected.”

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate

Section 106 finding is “No Historic Properties Affected”; therefore no Section 4(f) evaluation is required.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

12/15/2020

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)**

**SR 116 SLIDE CORRECTION PROJECT
WELLS COUNTY, INDIANA
DES. NO.: 1800222**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), on behalf of the Federal Highway Administration (FHWA), proposes to proceed with the slide correction project (Des. No. 1800222).

The proposed undertaking is on State Road (SR) 116 from County Road (CR) S 600 E to CR E 300 S, Wells County, Indiana. It is within Harrison Township, as shown on the Linn Grove, Indiana, USGS Topographic Quadrangle, in Section 18, Township 26 North, Range 13 East (Appendix A).

The existing condition of the embankment along the east side of SR 116 on the Wabash River is deteriorating due to natural bank erosion. In anticipation of future erosion, the embankment will be stabilized. The need for the project stems from unsafe driving conditions resulting from the erosion of the road embankment along this portion of SR 116 that could result in road closure until the issue can be resolved. The purpose of the project is to provide embankment stability that will provide a safe driving surface.

The project proposes to lay back the steep embankments and armor the riverbank soil. Work may impact the existing roadway alignment and necessitate relocation of approximately 0.38 mile of road away from the river. It is assumed that full road closure will be required throughout construction. Additional right-of-way is anticipated to be required for the project, but at this time the exact amount is undetermined. The proposed SR 116 slide correction project area begins approximately 3,361 feet (0.64 mile) southeast of its intersection with CR S 600 E and extends 2,244 feet (0.43 mile) southeast along the current route of SR 116. The project area will range in width between approximately 30 and 150 feet on either side of the current SR 116 road edge, totaling 8.7 acres of forested and agricultural land along the Wabash River. The project limits are 4.08 miles east of SR 1 to 4.46 miles east of SR 1.

Federal funding from the FHWA will be utilized for this project.

According to 36 CFR Section 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. Given the nature of the proposed project, the APE for the architectural survey

was determined to include the proposed project area and a buffer zone based on topography and vegetation surrounding the project area. The APE for the archaeology survey was defined by an area encompassing approximately 3.5 ha (8.7 acres) that included agricultural fields, SR 116, and its ROW. The APE takes into account the potential direct and indirect effects of the proposed project within the immediate contextual setting, which is comprised primarily of flat, agricultural fields (Appendix A & B)

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES.

The National Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Databased (SHAARD), the Indiana State Department of Agriculture's Hoosier Homestead Database, and the Indiana Historic Building, Bridges, and Cemeteries (IHBBC) Map, and the *Wells County Interim Report* were consulted. As a result of this review, there were no previously recorded archaeological sites identified within the APE. The Abram T. Studabaker Farm (IHSSI No. 179-361-20049) was identified as being a "Notable" property.

The early coordination letter was sent to consulting parties on April 2, 2020. Please see Appendix C for a list of consulting parties and Appendix D for consulting party email correspondence.

An early coordination letter was originally sent to 6831 SE SR 116, the Abram Studabaker T. Studabaker Farm (IHSSI No. 179-361-20049, "Notable"), and was returned by the US Mail. Through emails with HNTB, it was determined that the current property owner, Mr. Robert Elliot is deceased. The early coordination letter was sent to Robert's son, Mr. Michael Elliott, on April 6, 2020 at his home in Ann Arbor, Michigan. Mr. Michael Elliott indicated on May 9, 2020, that he was interested in being a consulting party.

On April 29, 2020, SHPO indicated that they would like to be a consulting party. SHPO voiced their concern that a larger or second APE may be needed given the possibility of road closure on SR 116, which could affect historic properties. It was assumed this concern came from the potential that an unofficial detour route would enter the Ouabache State Park, creating an increase in traffic through this resource. However, no route connects the road (SR 201) that provides access to the park and SR 301. SR 201 ends within the park boundary. A second road, Wenger Court, ends in a cul-de-sac, making this potential, unofficial, alternate route impossible. The official alternate route uses SR 218 and SR 1.

The Miami Tribe of Oklahoma indicated that they would like to be a consulting party on April 20, 2020.

In April 2020, CRA conducted a site visit of the APE and documented all above-ground resources that will be 50 years of age or older at the time of project letting (2021). The APE was investigated for the existence of any buildings, structures, objects, or districts listed in or eligible for listing in the NRHP. As result of this field survey, only one previously surveyed above-ground resource was documented within the APE, the Abram T. Studabaker Farm (IHSSI No 179-361-20049) as a "Notable" property. A Historic Property Report (HPR) was

completed (Reynolds, August 28, 2020). CRA recommended that the Abram T. Studabaker Farm was not eligible for listing in the NRHP. The summary of the HPR is found in Appendix E. The HPR was sent to consulting parties on August 31, 2020. No additional consulting parties were invited.

The State Historic Preservation Officer (SHPO) staff responded to the HPR on a letter dated September 30, 2020, and concurred with the recommendations therein and asked INDOT to proceed with a finding (Appendix D).

In response to the HPR, on August 31, 2020, Michael Elliott (property owner) indicated that Barbara Elliott does not live at the residence anymore and that he should continue to be listed as a property owner (Appendix D).

CRA completed a Phase Ia archaeological records check and reconnaissance survey of the proposed project in March 2020. The records check indicated that the project area had not been previously surveyed for archaeological resources or contained a previously recorded archaeological site. One, previously unrecorded archaeological site was documented, 12-We-0516. This site is a small lithic scatter. Disturbances associated with construction of the existing SR 116 and utilities were documented. Site 12-We-0516 demonstrated poor archaeological integrity and was not recommended eligible for listing in the NRHP. Therefore, no additional archaeological work was recommended for the project. SHPO concurred with the results of the archaeology report on September 30, 2020 stating, "That the portions of site 12-We-0516 that lie within the proposed project area are unlikely to yield important archaeological data; and that no further archaeological investigations of these portions of site 12-We-0516 appear necessary. The portions of site 12-We-0516 that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities". A summary of the phase Ia archaeology short report is found in Appendix E.

In addition, in a letter dated September 30, 2020, SHPO accepted the Phase Ia report with the condition that, "The report must be revised to include available documentary evidence of the portions of the historical interurban rail line mapped within the proposed project area. Including this information in the permanent archive version of the report will help to insure that future archaeological investigations within, or nearby to, the proposed project area will be aware of the potential resource" (Appendix D). The report was revised to include information and mapping pertaining to the interurban rail line that historically ran through the project area and was sent to SHPO on October 8, 2020.

A public notice of the "No Historic Properties Affected" finding will be published in the *News-Banner* and public comments will be accepted for 30 days. This document will be revised, if necessary, after the public comment period ends to reflect any substantive comments received.

3. BASIS FOR FINDING

Based on identification efforts, a finding of "No Historic Properties Affected" is appropriate because there are no historic properties present within the APE.

APPENDIX A: Maps

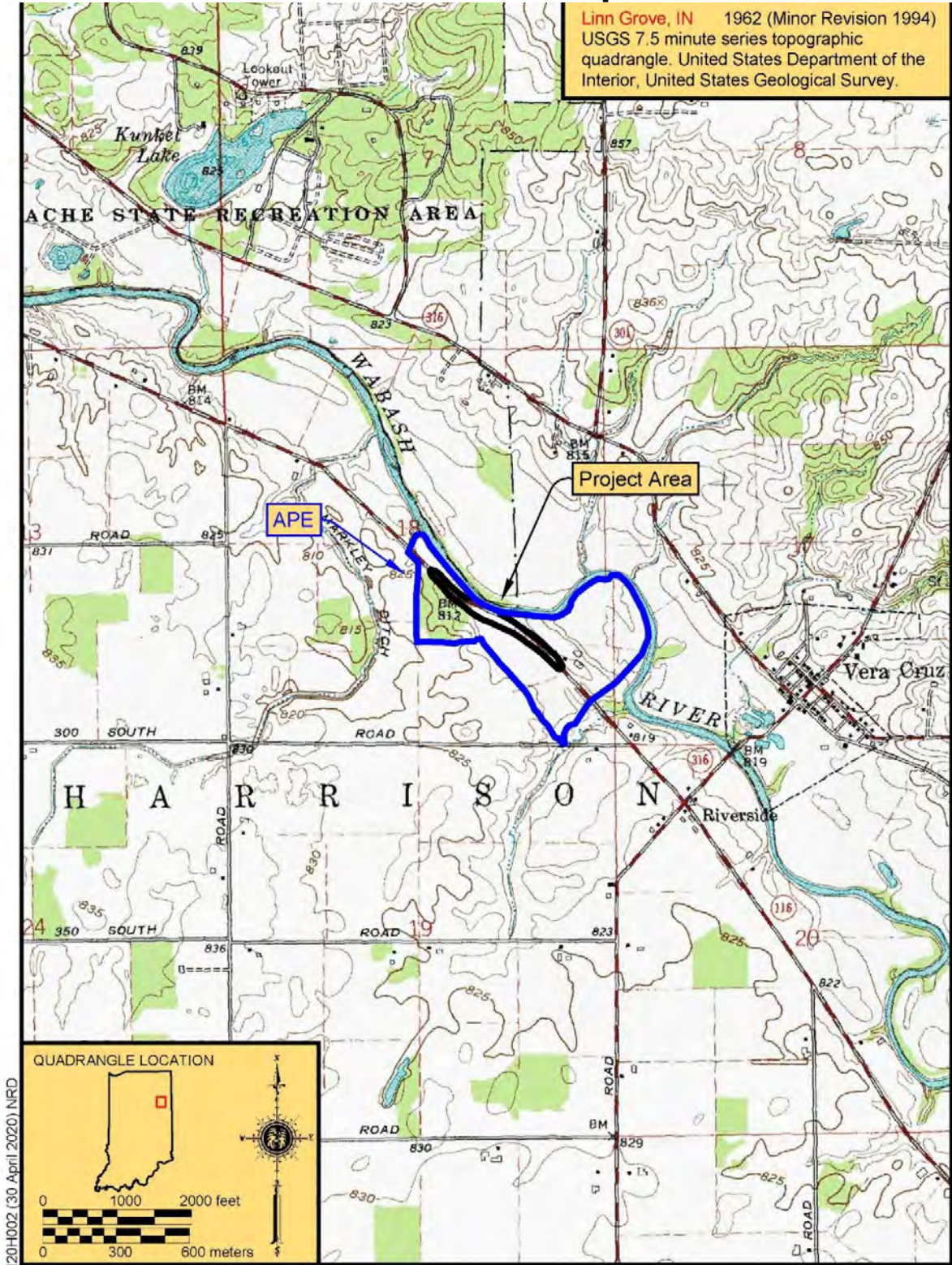


Figure 1. Topographic quadrangle showing the location of the proposed project and APE.

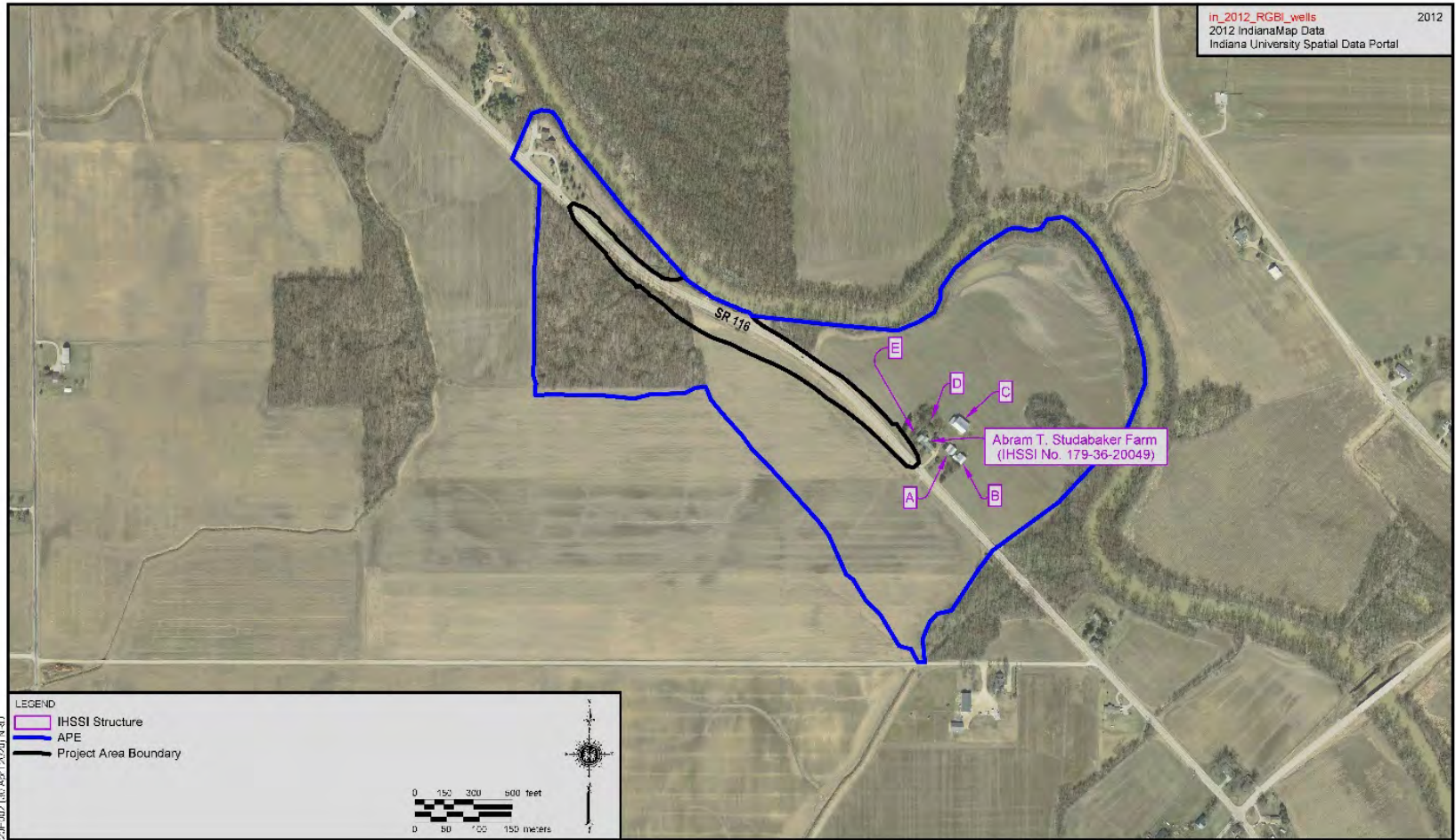


Figure 2. Aerial map showing the location of the proposed project and APE.

SR 116 Slide Off XS locations

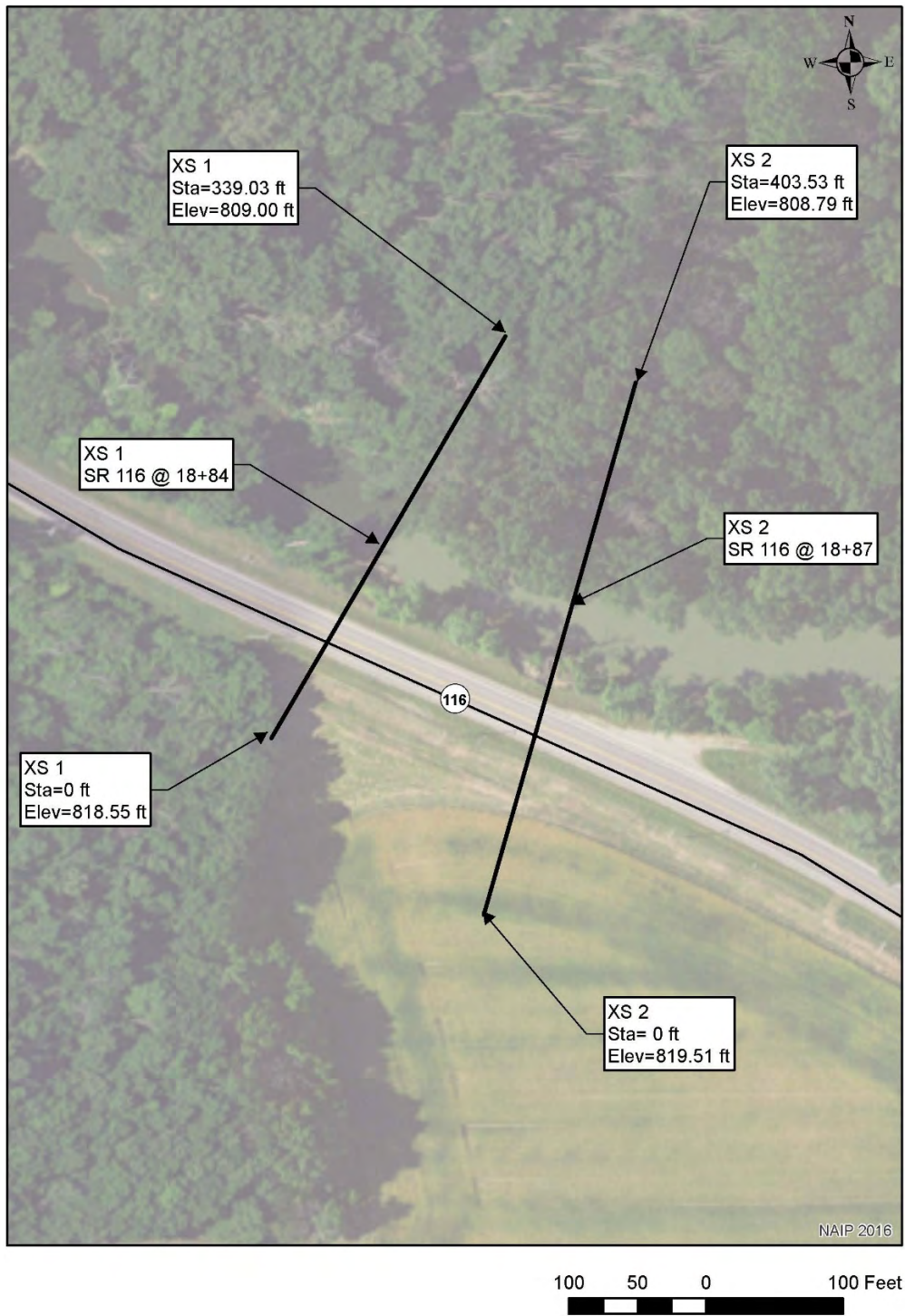


Figure 3. Proposed slide correction plans from HNTB along SR 116.

APPENDIX B: Photos

***Please note that Figure captions follow the photomaps from the HPR.**

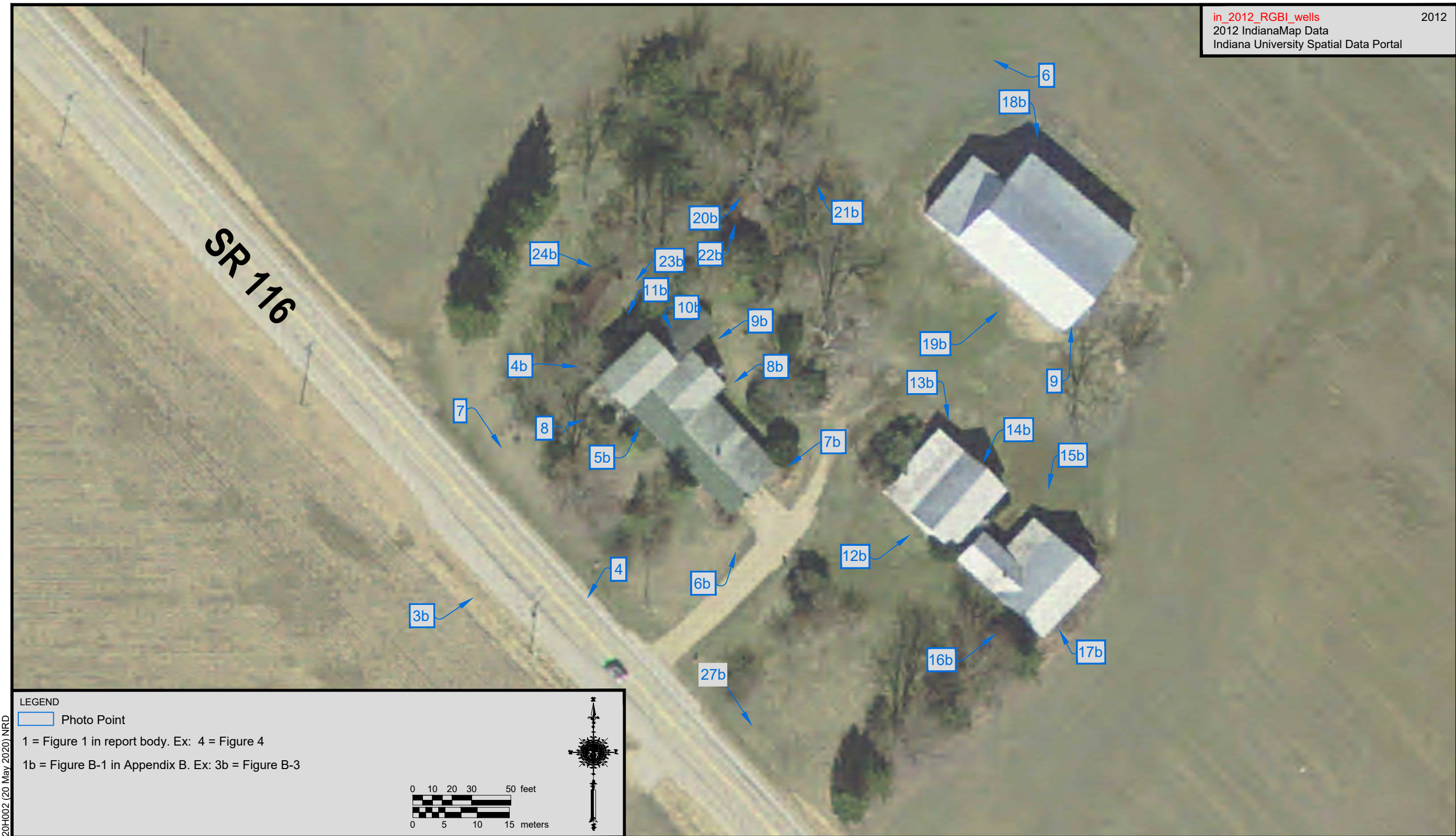


Figure B-1. Abram T. Studabaker Farm (IHSSI No. 179-361-20049) Photomap

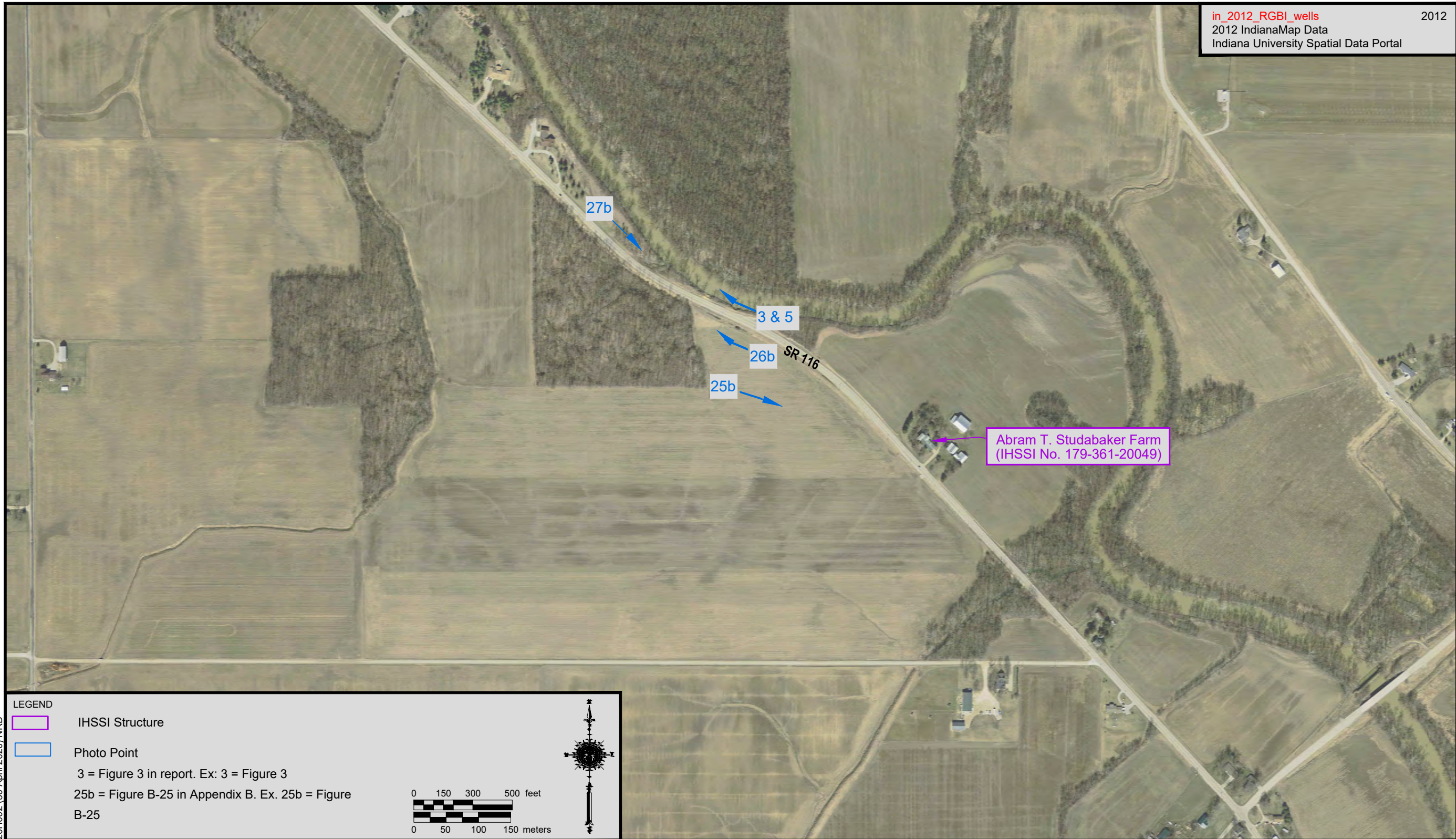


Figure B-2. Northwest end of the project area for Abram T. Studabaker Farm (IHSSI No. 179-361-20049) Photomap.



Figure 3. View of erosion along the south bank of the Wabash River, facing northwest.



Figure 4. Overview of project area, from the Abram T. Studabaker Farm (IHSSI No. 179-361-20049), facing southwest.



Figure 5. Overview of project area, facing west from a pull-off, approximately 0.19 mile west of the Abram T. Studabaker Farm (IHSSI No. 179-361-20049).



Figure 6. Overview of APE, from Abram. T. Studabaker Farm, facing northwest.



Figure 7. Overview of project area, from Abram. T. Studabaker Farm, facing southeast.



Figure 8. View of facade (west) elevation.



Figure 9. West and south elevations, facing north (Resource C).



Figure B-3. Overview of the Abram T. Studabaker Farm (IHSSI No. 179-361-20049), facing northeast.



Figure B-4. Facade (west) elevation and north elevation, facing east.



Figure B-5. Detail of enclosed porch, facade (west) elevation, facing north.



Figure B-6. Facade (west) and south elevations, facing northwest.



Figure B-7. Rear (east) elevation, facing southwest.



Figure B-8. Rear (east) elevation, facing southwest.



Figure B-9. Rear (east) elevation of frame addition, facing southwest.



Figure B-10. North elevation of frame addition, facing southeast.



Figure B-11. North elevation, facing southwest.



Figure B-12. West elevation, facing northeast (Resource A).



Figure B-13. East and north elevations, facing south (Resource A).



Figure B-14. View of interior of barn (Resource A), facing southwest.



Figure B-15. East elevation, facing southeast (Resource B).



Figure B-16. West elevation, facing northeast (Resource B).



Figure B-17. View of interior, facing northwest (Resource B).



Figure B-18. North and east elevations, facing south (Resource C).



Figure B-19. West elevation, facing northeast (Resource D).



Figure B-20. West and north elevations, facing north (Resource D).



Figure B-21. East elevation, facing northwest (Resource D).



Figure B-22. Interior of shed, facing north (Resource D).



Figure B-23. East and south elevations, facing southwest (Resource E).



Figure B-24. North elevation, facing east (Resource E).



Figure B-25. Overview of project area from south side of SR 116, west of the farmstead, facing southeast.



Figure B-26. Overview of project area from south side of SR 116, west of the farmstead, facing northeast.



Figure B-27. Overview of project area from non-historic residence west of the farmstead along SR 116, facing southeast.

APPENDIX C: Consulting Party List

Consulting Parties (acceptance identified in bold)

Automatic Section 106 Consulting

Parties:

Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, Indiana State Historic Preservation Office (SHPO)

402 W. Washington St., Room W274
Indianapolis, Indiana 46204

Invited Consulting Parties:

Bluffton Revitalization Committee
Gary Jones, CEO
128 East Market Street
Bluffton, Indiana 46714
(260) 824-0510
{coc@blufftonwellschamber.com}

Indiana Landmarks Northeast Field Office
231 West Canal Street
Wabash, Indiana 46992
(260) 563-7094
northeast@indianalandmarks.org

Northeastern Indiana Regional Coordinating Council
Dan Avery, Executive Director
200 East Berry Street, Suite 230
Fort Wayne, Indiana 46802
(260) 449-8652
{dan.avery@co.allen.in.us}

Barbara Elliot (c/o Michael Elliot): Property Owner

Address for Michael Elliot:
2370 Georgetown Boulevard
Ann Arbor, MI 48105
{mrelliot@umich.edu}

Wells County Commission
Blake Gerber, County Commissioner
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6474
{zero@adamswells.com}

Wells County Commission
Tamara Robbins, County Commissioner
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6474
{tdunmoyerwcc@gmail.com}

Wells County Commission
Kevin S. Woodward, County Commissioner
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6474
{kwoodward@1052@gmail.com}

Wells County Council
Vickie Andrews
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6470
{vandrews@swell.k12.in.us}

Wells County Council
Steve Huggins
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6470
{shuggins@pretzels-inc.com}

Wells County Council
Chuck King
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6470
{kings57@news-banner.com}

Wells County Council
Todd Mahensmith
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6470
{kmasphalt@frontier.com}

Wells County Council
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Wells County Council
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Bluffton, Indiana 46714
(260) 565-4500
{jimmoswalt@oswaltrealty.com}

Wells County Council
Seth Whicker
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6470
{Swhicker@sym.com}

Wells County Engineer
Nate Rumschlag
1600 West Washington Street
Bluffton, Indiana 46714
(260) 824-6430
{chengineer@wellscounty.org}

Wells County Genealogy Society
Connie D. Brubaker, President
PO Box 54
Bluffton, Indiana 46714
{cbrubaker@onlyinternet.net}

Wells County Highway Clerk
Lindsay Burnau
1600 West Washington Street
Bluffton, Indiana 46714
(260) 824-6430

Wells County Highway Supervisor
Josh Cotton
1600 West Washington Street
Bluffton, Indiana 46714
(260) 824-6430
{josh.cotton@wellscounty.org}

Wells County Historian
James Sturgeon
4626 East CR 350 South
Bluffton, Indiana 46714
(260) 273-1878
{jcsturgeon@adamswells.com}

Wells County Historical Society Museum
Jim Sturgeon, President
PO Box 143
Bluffton, Indiana 46714
{jcsturgeon@adamswells.com}

Wells County Surveyor
Jarrod M. Hahn
102 West Market, Suite 205
Bluffton, Indiana 46714
(260) 824-6414
{surveyor@wellscounty.org}

Delaware Nation of Oklahoma

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

APPENDIX D: Correspondence

From: [Alyssa Reynolds](#)
To: "[McCord, Beth K](#)"; [coc@blufftonwellschamber.com](#); [northeast@indianalandmarks.org](#); [dan.avery@co.allen.in.us](#); [zero@adamswells.com](#); [tdunmoyerwcc@gmail.com](#); [kwoodward1052@gmail.com](#); [yandrews@swell.k12.in.us](#); [shuggins@pretzels-inc.com](#); [kings57@news-banner.com](#); [kmasphalt@frontier.com](#); [mike@techservicespro.com](#); [jimswalt@oswaltrealty.com](#); [Swhicker@svm.com](#); [chengineer@wellscounty.org](#); [cbrubaker@onlyinternet.net](#); [josh.cotton@wellscounty.org](#); [jcsurgeon@adamswells.com](#); [surveyor@wellscounty.org](#)
Cc: "[Miller, Shaun \(INDOT\)](#)"; "[Branigin, Susan](#)"; "[Kumar, Anuradha](#)"; "[Alexander, Kelyn](#)"; [Andrew Martin](#); [Elizabeth Heavin](#); [Robert Ball](#); [MBurkett@dnr.IN.gov](#); "[Richard Connolly](#)"
Subject: FHWA Project: Des. No. 1800222; Slide Correction, Wells County, Indiana
Date: Thursday, April 2, 2020 9:45:15 AM
Attachments: [image001.png](#)
[SR 116_SC_Des 1800222_ECL 2020_4_2.pdf](#)

All,

Des. No.: 1800222

Project Description: Slide Correction from CR S 600 E to CR E 300 S

Location: Harrison Township, Wells County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a slide correction along SR 116 from CR S 600 E to CR E 300 S; Des. No. 180022. Cultural Resource Analysts, Inc.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

**Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
Indiana State Historic Preservation Office (SHPO)**

Bluffton Revitalization Committee
Indiana Landmarks Northeast Field Office
Northeastern Indiana Regional Coordinating Council
Robert Elliott
Wells County Commission
Wells County Council
Wells County Engineer
Wells County Genealogy Society
Wells County Highway Clerk
Wells County Highway Supervisor
Wells County Historian
Wells County Historical Society Museum
Wells County Surveyor

Delaware Nation of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians
Shawnee Tribe

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 Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



Celebrating 33 Years in Business!

From: [Alexander, Kelyn](#)
To: thoo@estoo.net; dhunter@miamination.com; Matthew.Bussler@pokagonband-nsn.gov;
lnappenfort@peoriatribe.com; tonya@shawnee-tribe.com; dkelly@delawarenation-nsn.gov;
ethompson@delawarenation-nsn.gov
Cc: [Miller, Shaun \(INDOT\)](#); michelle.allen@dot.gov; [Kumar, Anuradha](#); [Branigin, Susan](#); [Alyssa Reynolds](#); [Langmaid, John](#); [Slider, Chad \(DNR\)](#)
Subject: FHWA Project: Des. No. 1800222; Slide Correction, Wells County, Indiana
Date: Thursday, April 2, 2020 10:21:58 AM
Attachments: [SR 116_SC Des 1800222_ECL 2020_4_2.pdf](#)

Des. No.: 1800222

Project Description: Slide Correction from CR S 600 E to CR E 300 S

Location: Harrison Township, Wells County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a slide correction along SR 116 from CR S 600 E to CR E 300 S; Des. No. 180022. Cultural Resource Analysts, Inc.

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Northeastern Indiana Regional Coordinating Council
Robert Elliott
Wells County Commission
Wells County Council
Wells County Engineer
Wells County Genealogy Society
Wells County Highway Clerk
Wells County Highway Supervisor
Wells County Historian
Wells County Historical Society Museum
Wells County Surveyor
Delaware Nation of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe

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Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Kelyn Alexander
Historian
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642
Indianapolis, IN 46204
Office: (317) 234-4147
Email: kalexander3@indot.in.gov

**** Historic Property Report (HPR) guidelines can be found [here](#)**



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

April 20, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1800222; Slide Correction, Wells County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this project is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer



April 29, 2020

Alyssa Reynolds
Architectural Historian
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: Early coordination letter for the SR 116 Slide Correction, beginning 3,361 feet southeast of CR S 600 E
to a point 2,244 feet to the southeast, in Harrison Township, Wells County, Indiana (Des. No. 1800222;
DHPA No. 25343) (Des. No. 1800222; DHPA No. 25343)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's April 2, 2020, letter and enclosures, which we received on April 2.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. It appears that INDOT already has invited a property owner adjacent to the project area. If right-of-way is likely to be taken from any other potentially historic property, and the owner of that property has not already been invited to become a consulting party, it would be advisable to invite the owner of that property as soon as possible. In the next regular submission on this project, please advise us regarding the names and contact information (preferably an e-mail address) for any invited party who has accepted.

We look forward to reviewing the reports on the identification and evaluation of above-ground and archaeological resources within the area of potential effects ("APE") that INDOT said would be forthcoming. Given that SR 116 is likely to be closed during the proposed construction work, we would recommend considering whether the APE should include (or whether a second APE should be proposed to include) an official or unofficial detour, if increased traffic on that detour might affect the use of historic properties.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Alyssa Reynolds
April 29, 2020
Page 2

In all future correspondence about the Slide Correction on SR 116 in Harrison Township, Wells County (Des. No. 1800222), please refer to DHPA No. 25343.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Wade T. Tharp, INDNR-DHPA
John Carr, INDNR-DHPA

----- Forwarded message -----

From: **Michael Elliott** <mrelliot@umich.edu>

Date: Sat, May 9, 2020 at 6:30 PM

Subject: FHWA Project 180022; SR 116 Slide Correction, Wells County, IN

To: <adreynolds@cray-ky.com>

Cc: Michael Elliott (mrelliot@umich.edu) <mrelliot@umich.edu>

Ms. Reynolds:

This email is to give notice that I am interested in participating as a consulting party in the above referenced IN Dept. of Transportation project. My mother, Barbara Elliott, is the owner of the "Abram T. Studebaker Farm" (her great-great grandfather); however, at age 92, she is suffering from moderate to severe dementia. I have power of attorney over her financial matters, which I can provide upon request.

At this point, if the work being done is to move the road to the southwest, the only thing of potential interest there is an old Interurban line. I would imagine that all that will provide is a handy source of gravel for the construction project, but perhaps there is more to it. Otherwise, my main interest is making sure that my mother is properly compensated for any land taken by the state.

Sincerely,
Mike Elliott

Michael Elliott

Professor of Biostatistics
Associate Chair, Academic Affairs
Dept. of Biostatistics, University of Michigan
M4124 SPH II, <span style="font-size:1 ----- Message truncated -----

On Sun, May 10, 2020 at 5:18 PM Alyssa Reynolds <adreynolds@crai-ky.com> wrote:
Michael,

Thank you for your response! I will certainly add you to the list. I appreciate the information as well about the interurban as well. I'll look into that further. As for compensation, I do not believe that is anything our company deals with. We are a private CRM company that deals with the archaeology and architectural surveys associated with INDOT projects. HNTB is the client who will be doing the work. If you would like a point of contact for them, I can certainly give you this.

Thank you again!

Alyssa Reynolds

Sent from my iPhone

On May 10, 2020, at 5:36 PM, Michael Elliott <mrelliot@umich.edu> wrote:

Thanks for your response.

The letter from the State was quite confusing -- I suspected that you are just hired to work on sites with historical significance, but they made it sound like everything was linked up and that if I didn't respond I would be shut out of the process. In any event, you are welcome to work on the site. Please let me know if you find anything of interest.

I assume I will hear from the State in a separate contact for the actual land purchase/seizure, but if not, I might bug you again.

Best,
Mike

Michael Elliott

Professor of Biostatistics
Associate Chair, Academic Affairs
Dept. of Biostatistics, University of Michigan
M4124 SPH II, 1415 Washington Heights
Ann Arbor, MI 48109
(734) 647-5160

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Sunday, May 10, 2020 7:10 PM
To: Michael Elliott
Subject: Re: Delivery Status Notification (Failure)

Michael,

No problem. The letter does state something to that effect. However, we do take the concerns of property owners at any time under consideration, so thank you for reaching out to us. Since you have ties to the property, we would have sent you the information regardless. The information in the letter is a standard template we use for interested consulting parties established by INDOT. In regards to your question about the State, yes, we just deal with the historical side of things and not land acquisition. I believe someone from HNTB may have sent you something before about the project, but that may have been a while ago, perhaps even last summer. My involvement only began in April. I would imagine you would hear from them regarding those issues, perhaps a letter of some sort. Richard Connolly is our contact: rconnolly@HNTB.com

If you have any questions regarding these issues, you may contact him at the above address. I would use the Des No. that is on the letter when you email him. Thank you again for your time and continued interest.

Sent from my iPhone

Alyssa Reynolds

From: Alyssa Reynolds <adreynolds@crai-ky.com>
Sent: Monday, August 31, 2020 8:46 AM
To: 'Slider, Chad (DNR)'; mreliot@umich.edu; 'Tharp, Wade'; 'Carr, John'; 'Burkett, Miriam'; 'Alexander, Kelyn'; Andrew Martin; 'Miller, Shaun (INDOT)'; Elizabeth Heavrin; Robert Ball; 'Kumar, Anuradha'; 'Richard Connolly'
Subject: FHWA Project: Des. No. 1800222; SR 116 Slide Correction, Wells County, Indiana

Des. No.: 1800222

Project Description: Slide Correction from CR S 600 E to CR E 300 S

Location: Harrison Township, Wells County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a slide correction along SR 116 from CR S 600 E to CR E 300 S; Des. No. 1800222. The Section 106 Early Coordination Letter for this project was originally distributed on April 2, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (Tribes Only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Alyssa Reynolds
Architectural Historian
adreynolds@crai-ky.com

Indiana Office
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
812.253.3009 office
812.253.3010 fax
812.549.4503 cell
<http://www.crai-ky.com>



Celebrating 33 Years in Business!

From: [Alexander, Kelyn](#)
To: thpo@estoo.net; lpappenfort@peoriatrbe.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; dkelly@delawarenation-nsn.gov; ethompson@delawarenation-nsn.gov
Cc: [Alyssa Reynolds](#); [Allen, Michelle \(FHWA\)](#)
Subject: FHWA Project: Des. No. 1800222; SR 116 Slide Correction, Wells County, Indiana
Date: Monday, August 31, 2020 9:09:57 AM

Des. No.: 1800222

Project Description: Slide Correction from CR S 600 E to CR E 300 S

Location: Harrison Township, Wells County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a slide correction along SR 116 from CR S 600 E to CR E 300 S; Des. No. 1800222. The Section 106 Early Coordination Letter for this project was originally distributed on April 2, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (Tribes Only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Kelyn Alexander

Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

Office: (317) 234-4147

Email: kalexander3@indot.in.gov

**** Historic Property Report (HPR) guidelines can be found [here](#)**

From: [Miller, Shaun \(INDOT\)](#)
To: [Diane Hunter](#)
Cc: [Alexander, Kelyn](#); [Alyssa Reynolds](#)
Subject: FW: FHWA Project: Des. No. 1800222; SR 116 Slide Correction, Wells County, Indiana
Date: Monday, August 31, 2020 8:52:44 AM

Des. No.: 1800222

Project Description: Slide Correction from CR S 600 E to CR E 300 S

Location: Harrison Township, Wells County, Indiana

Dear Diane,

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with a slide correction along SR 116 from CR S 600 E to CR E 300 S; Des. No. 1800222. The Section 106 Early Coordination Letter for this project was originally distributed on April 2, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (Tribes Only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)233-6795

Alyssa Reynolds

From: Michael Elliott <mrelliot@umich.edu>
Sent: Monday, August 31, 2020 9:02 AM
To: Alyssa Reynolds
Cc: Slider, Chad (DNR); Tharp, Wade; Carr, John; Burkett, Miriam; Alexander, Kelyn; Andrew Martin; Miller, Shaun (INDOT); Elizabeth Heavrin; Robert Ball; Kumar, Anuradha; Richard Connolly; michelle.allen@dot.gov
Subject: Re: FHWA Project: Des. No. 1800222; SR 116 Slide Correction, Wells County, Indiana

Thank you for this report.

You should be aware of one potential important correction. Robert Elliott was never the owner of this land, and in any event passed away in 2010. The owner of the land is Barbara Elliott, currently a resident of Ann Arbor in assisted living. I have full power of attorney and should be contacted about all issues regarding this property.

Mike

Michael Elliott

Professor of Biostatistics
Associate Chair, Academic Affairs
Dept. of Biostatistics, University of Michigan
M4124 SPH II, 1415 Washington Heights
Ann Arbor, MI 48109
(734) 647-5160

Research Professor of Survey Methodology
Survey Methodology Program, University of Michigan
Rm. 4068, 426 Thompson Street
Ann Arbor, MI 48109
(734) 647-5563



September 30, 2020

Alyssa Reynolds
Architectural Historian
Cultural Resources Analysis, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property report (Reynolds, 8/28/2020), and Phase Ia archaeological field reconnaissance survey report (Curran, 06/05/2020), for the SR 116 Slide Correction Project; extending from a point 3,361 feet (0.64 mile) southeast of the SR 116 intersection with CR S 600 E to a point 2,244 feet (0.43 mile) to the southeast, along SR 116, in Harrison Township of Wells County, Indiana (Des. No. 1800222; DHPA No. 25343)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO staff” or “INDNR-DHPA”) has reviewed INDOT’s letter dated August 31, 2020, enclosing the aforementioned reports, which we received on August 31, 2020.

The area of potential effects (“APE”) proposed in the historic property report (“HPR”; Reynolds, 8/28/2020) appears to be of appropriate dimensions to encompass the geographic area in which this project could have effects.

We agree with the HPR that the Abram T. Studabaker (or Studebaker) Farm (Indiana Historic Sites and Structures Inventory No. 179-361-20049) does not appear to be eligible for inclusion in the National Register of Historic Places (“NRHP”) under criteria A, B, or C. Although the ca. 1872 farmhouse is a modest example of the Greek Revival style, it lacks a significant amount of architectural detailing on the exterior, and the major additions and various other alterations have compromised its integrity of design and materials. The collection of agricultural outbuildings is reasonably representative, but they, too, have suffered some loss of integrity. Based on the research reported in the HPR, it appears that while the historical owners of the farm were solid members of the community, neither their accomplishments nor the activities conducted on the farm appear to rise to the level of local significance, relative to other farmers or farms in the area, necessary to make the farm clearly NRHP-eligible.

We also agree with the HPR that there appear not to be any other buildings or structures within the APE that could be eligible for the NRHP.

In regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area, and it is our opinion that no further archaeological investigations appear necessary at the proposed project area.

Additionally, there is insufficient information regarding archaeological site 12-We-0516 (which was identified during these archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Curran, 06/05/2020), that the portions of site 12-We-0516 that lie within the proposed project area are unlikely to yield important archaeological data; and that no further archaeological investigations of these portions of site 12-We-0516 appear necessary. The portions of site 12-We-0516 that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

Furthermore, it is our understanding, from the Historic Property Report (which includes Sark's 1912 Map of Wells County), and from e-mail message correspondence with INDOT and CRA, Inc., that historical interurban rail elements were mapped within the proposed project area, but were not identified during the archaeological field reconnaissance survey. However, the potential presence of these resources was not identified in the archaeological report's records check section, and thus was not addressed during the field reconnaissance survey. Therefore, the Phase Ia archaeological field reconnaissance survey report (Curran, 06/05/2020) is acceptable with the following condition:

- The report must be revised to include available documentary evidence of the portions of the historical interurban rail line mapped within the proposed project area. Including this information in the permanent archive version of the report will help to insure that future archaeological investigations within, or nearby to, the proposed project area will be aware of the potential resource.

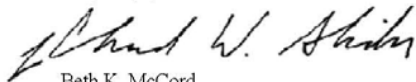
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about the NRHP eligibility of properties within the APE, it might now be appropriate to ask INDOT for a finding.

The archaeological reviewer for this project on the Indiana SHPO staff is Wade T. Tharp, and the structures reviewer is John Carr. However, if you have questions about our comments or about a procedural issue, please contact initially an INDOT Cultural Resources staff member who is assigned to this project.

In all future correspondence regarding the SR 116 Slide Correction Project in Harrison Township of Wells County (Des. No. 1800222), please continue to refer to DHPA No. 25343.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:WTT:wt

enc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Kelyn Alexander, INDOT
Susan Branigin, INDOT
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indiana Office of Technology

Alyssa Reynolds
September 30, 2020
Page 3

Shawnee Tribe
Michael Elliott, on behalf of Barbara Elliott,
owner of Abram T. Studebaker Farm
Nate Rumschlag, P.E., Wells County Engineer
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Andrew Martin, Cultural Resource Analysts, Inc.
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

APPENDIX E: Report Abstracts

Contract Publication Series 20-030

HISTORIC PROPERTY REPORT FOR THE PROPOSED
STATE ROAD 116 SLIDE CORRECTION PROJECT IN
HARRISON TOWNSHIP, WELLS COUNTY, INDIANA
(INDOT DES. NO. 1800222; DHPA NO. 25343)



by
Alyssa Reynolds, MS

Prepared for

HNTB Corporation

Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**HISTORIC PROPERTY REPORT FOR THE PROPOSED
STATE ROAD 116 SLIDE CORRECTION PROJECT IN
HARRISON TOWNSHIP, WELLS COUNTY, INDIANA
(INDOT DES. NO. 1800222; DHPA NO. 25343)**

By

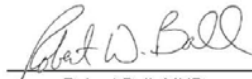
Alyssa Reynolds, MS

Prepared for

Richard Connolly
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 12000
Phone: (317) 636-4682
Email: rconnolly@HNTB.com

Prepared by

Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708
E-mail: amartin@crai-ky.com
Phone: (812) 253-3009
Fax: (812) 253-3010
CRA Project No.: I20H002



Robert Ball, MHP
Principal Investigator

August 28, 2020

INDOT Des. No.: 1800222
DHPA No.: 25343

ABSTRACT

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed State Road 116 Slide Correction Replacement Project in Wells County, Indiana (INDOT Des. No. 1800222). Aboveground resources located within the project APE were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the National Register. The APE contains no properties that are recommended eligible for listing in the National Register.

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
SURVEY FOR THE PROPOSED SLIDE CORRECTION
PROJECT ALONG SR 116 FROM 4.08 MILES EAST OF
SR 1 TO 4.46 MILES EAST OF SR 1 IN
WELLS COUNTY, INDIANA (INDOT DES 1800222)



by
Michael J. Curran

Prepared for

HNTB Corporation

Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
SURVEY FOR THE PROPOSED SLIDE CORRECTION
PROJECT ALONG SR 116 FROM 4.08 MILES EAST OF
SR 1 TO 4.46 MILES EAST OF SR 1 IN
WELLS COUNTY, INDIANA (INDOT DES 1800222)**

by
Michael J. Curran
With a contribution by Andrew V. Martin

Prepared for

Richard Connolly
HNTB Corporation
111 Monument Circle, Suite 2000
Indianapolis, Indiana 46204
Phone: (317) 636-4682
Email: cmeador@hntb.com

Prepared by

Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana
Phone: (812) 253-3009
Fax: (812) 253-3010
Email: amartin@crai-ky.com
CRA Project No.: I20H003

Andrew V. Martin, RPA
Principal Investigator

October 7, 2020

Lead Agency: Indiana Department of Transportation
INDOT Des. No.: 1800222
Indiana State Museum Accession No.: 71.19.1759

ABSTRACT

Between March 9 and 10, 2020, Cultural Resource Analysts, Inc., personnel conducted a phase Ia archaeological reconnaissance for the proposed SR 116 slide correction project in Wells County, Indiana (Indiana Department of Transportation Des. No. 1800222). The survey was conducted at the request of HNTB Corporation. The survey area covers approximately 3.5 ha (8.7 acres), encompassing the limits of the proposed right-of-way, and was investigated in its entirety by shovel testing, pedestrian survey, and visual inspection.

Prior to initiating the fieldwork, a records review was conducted utilizing data from the Indiana Division of Historic Preservation and Archaeology. Based on this research, no previous archaeological surveys or previously recorded archaeological sites are within the current survey area.

The current reconnaissance resulted in the documentation of one previously unrecorded archaeological site (12We516). Site 12We516 is a small prehistoric lithic artifact scatter of unknown age. The portion of the site situated within the survey area demonstrated poor archaeological integrity and is recommended not eligible for inclusion in the National Register of Historic Places. No additional work is recommended within the portion of Site 12We516 situated within this area.

APPENDIX F: Project Plans

Please note that the project plans have been removed from the CE appendix. Updated project plans are located in Appendix B of the CE document.



January 14, 2021

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, Indiana 47708

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected,” on behalf of the Federal Highway Administration, for SR 116 Slide Correction; from a point 3,361 feet southeast of CR S 600 E, to a point 2,244 feet to the southeast in Harrison Township, Wells County, Indiana (Des. No. 1800222; DHPA No. 25343)

Dear Ms. Reynolds:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “DNR-DHPA”) has reviewed your December 15, 2020, submission which enclosed INDOT’s finding and documentation for the aforementioned project, received by our office the same day.

As previously indicated, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places (“NRHP”) located within the project’s area of potential effects.

Additionally, as previously indicated, in regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area, and it is our opinion that no further archaeological investigations appear necessary at the proposed project area.

Furthermore, as previously indicated, there is insufficient information regarding archaeological site 12-We-0516 (which was identified during these archaeological investigations) to determine whether it is eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Curran, 06/05/2020), that the portions of site 12-We-0516 that lie within the proposed project area are unlikely to yield important archaeological data; and that no further archaeological investigations of these portions of site 12-We-0516 appear necessary. The portions of site 12-We-0516 that lie outside the proposed project area should be clearly marked and must be avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the DHPA for review and comment. Any further archaeological investigations must be done in accordance with the “Secretary of the Interior’s Standards and guidelines for Archeology and Historic Preservation” (48 F.R. 44716).

Moreover, we acknowledge receipt, on October 15, 2020, of the revised phase Ia archaeological field reconnaissance survey report (Curran, 10/07/2020), which was revised per our instructions to include available documentary evidence of the portions of the historical interurban rail line mapped within the proposed project area. We appreciate these efforts, as the inclusion of this information in the permanent archive version of the report will help to insure that future archaeological investigations within, or nearby to, the proposed project area will be aware of the potential resource.

Accordingly, we concur with INDOT's December 15, 2020, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The archaeological reviewer for this project on the Indiana SHPO staff is Wade T. Tharp and the structures reviewer is Chad Slider. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resource Office staff members assigned to this project.

In any future correspondence regarding the SR 116 Slide Correction; from a point 3,361 feet southeast of CR S 600 E, to a point 2,244 feet to the southeast in Harrison Township, Wells County, (Des. No. 1800222), please continue to refer to DHPA No. 25343.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CWS:WTT:wtt

emc: Karstin Carmany-George, FHWA
Anuradha Kumar, INDOT
Kelyn Alexander, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Alyssa Reynolds, Cultural Resource Analysts, Inc.
Andrew Martin, Cultural Resource Analysts, Inc.
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Michael Elliott, on behalf of Barbara Elliott, owner of Abram T. Studebaker Farm
Nate Rumschlag, P.E., Wells County Engineer
Chad Slider, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

PUBLISHER'S CLAIM

STATE OF INDIANA

SS: Public Notice

WELLS COUNTY

Cultural Resource Analysts

TO: **Bluffton News-Banner**

NEWS-BANNER PUBLICATIONS, INC.

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Bluffton, IN 46714

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Total amount of claim	<u>\$118.88</u>

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Douglas R. Brown

Date: 19-Dec 2020

Title: Publisher

PUBLISHER'S AFFIDAVIT

Personally appeared before me, a notary public in and for said county and state, the undersigned, Douglas R. Brown who, being duly sworn, says that he is publisher of the News-Banner newspaper in the (city) (town) of Bluffton in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s) the dates of publication being as follows:

December 19, 2020

Douglas R. Brown

Subscribed and sworn to before me this

19 day of Dec-20

Martha A. Poling
Notary Public (Wells Co.) Martha A. Poling

My Commission expires: June 3, 2025



Public Notice
Des. No. 1800222

The Indiana Department of Transportation (INDOT) is planning to undertake a slide correction project, funded in part by the Federal Highway Administration (FHWA). The project is located from CR S 600 E to CR E 300 S in Harrison Township, Wells County, Indiana.

Under the preferred alternative, the proposed project would involve laying back the steep embankments and armoring the riverbank soil. Work may impact the existing roadway alignment and necessitate relocation of approximately 0.36 mile of road away from the Wabash River. Additional right-of-way is anticipated to be required for the project, but at this time the exact amount is undetermined. The project limits are 4.08 miles east of SR 1 to 4.46 miles east of SR 1.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(a) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in the offices of Cultural Resource Analysts, Inc. at 201 NW 4th St, Suite 204, Evansville, Indiana 47708. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPF at <http://www.indot.in.gov/Section106documents>. This docu-

Public Notice
Des. No. 1800222

The Indiana Department of Transportation (INDOT) is planning to undertake a slide correction project, funded in part by the Federal Highway Administration (FHWA). The project is located from CR S 600 E to CR E 300 S in Harrison Township, Wells County, Indiana.

Under the preferred alternative, the proposed project would involve laying back the steep embankments and armoring the riverbank soil. Work may impact the existing roadway alignment and necessitate relocation of approximately 0.38 mile of road away from the Wabash River. Additional right-of-way is anticipated to be required for the project, but at this time the exact amount is undetermined. The project limits are 4.08 miles east of SR 1 to 4.46 miles east of SR 1.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection in the offices of Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Cultural Resource Analysts, Inc., at 201 NW 4th St, Suite 204, Evansville, Indiana 47708 or at (812) 253-3009 or adreynolds@crai-ky.com no later than January 20, 2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact John Langmaid, (260) 484-9541, or jangmaid@indot.in.gov.

Susan Harrington

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Thursday, February 25, 2021 10:06 AM
To: Susan Harrington
Cc: Richard Connolly; Branigin, Susan; Miller, Shaun (INDOT); Kumar, Anuradha; Korzeniewski, Patricia J; Novak, Karen; Langmaid, John
Subject: RE: SR 116 Slide Correction Des 1800222 Change in Scope-Memo to file

Susan,

Thank you for notifying us project modifications occurring after Section 106 has concluded. Patricia Jo Korzeniewski, an INDOT-CRO Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards, reviewed the proposed project changes and determined that no additional archaeological work is required since the minimal amount of new right-of-way proposed is within the survey area previously sampled for archaeological resources. Kelyn Alexander, an INDOT-CRO Historian who meets the Secretary of the Interior's Professional Qualification Standards, reviewed the updated project information and determined that the previously approved APE for above-ground resources is sufficient to account for the additional effects of the above-mentioned changes and therefore is not recommended to increase. Therefore, the current finding of "No Historic Properties Affected" remains valid and only a memo to file is needed to document CRO's review of the project modifications. This email can serve that purpose.

Thank you,

Kelyn Alexander

Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Office: (317) 519-7759

Remote: 8am-4pm

Email: kalexander3@indot.in.gov

****Please note, mailing address and phone number have been updated**

****Link to the CRO-Public Web Map App can be found [here](#)**

From: Susan Harrington <sharrington@HNTB.com>
Sent: Tuesday, February 09, 2021 10:53 AM
To: Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Alexander, Kelyn <KAlexander3@indot.IN.gov>
Cc: Richard Connolly <rconnolly@HNTB.com>
Subject: SR 116 Slide Correction Des 1800222 Change in Scope

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

Hello CRO Team,

I wanted to let you know that the scope of work for this project has been reduced. It originally involved both moving the roadway away from the river and bank stabilization to address slide conditions. However, it has been determined that

the roadway is being moved far enough away from the river that the bank stabilization component is not necessary at this time. Please let me know whether or not there are any additional steps needed for Section 106 documentation.

Thank you!

Susan

Susan Harrington

Scientist III

Tel (317) 917-5233 Cell (317) 902-0672 Email sharrington@hntb.com

HNTB CORPORATION

111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | hntb.com

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This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-5113
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: January 3, 2020

To: Site Assessment & Management
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Tenecia Jones
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
tgjones@hntb.com

Re: RED FLAG INVESTIGATION
DES # 1800222, State Project
Slide Correction
State Road 116, 4.08 Miles East of SR 1
Wells County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) is proposing a slide correction of State Road (SR) 116, located 4.08 miles east of SR 1 in Wells County, Indiana. In the preferred alternative, the alignment of SR 116 will shift 75 feet south of the existing roadway. This alternative requires full depth pavement over a length of 1,900 feet. The bank stabilization will require soil excavation and replacement with appropriately sized rip rap.

Bridge and/or Culvert Project: Yes No Structure # _____

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

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

Proposed right of way: Temporary # Acres _____ Permanent # Acres 4.58, Not Applicable

Type of excavation: The bank stabilization will require soil excavation 4 feet in depth.

Maintenance of traffic: Construction on SR 116 will be phased allowing for alternating one-way traffic throughout construction.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:

Recreational Facilities: One (1) recreational facilities is located within the 0.5 mile search radius. Although not mapped within the 0.5 mile search radius, Ouabache State Park is located 0.2 mile north of the project area. No impact is expected.

Trails: One trail (1) is located within the 0.5 mile search radius. The nearest trail is approximately 0.2 mile southeast of the project area. No impact is expected.

Managed Lands: One (1) managed land is located within the 0.5 mile search radius. Ouabache State Park is adjacent to the project area. Coordination with Department of Natural Resources is recommended.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	15
Canal Structures – Historic	N/A	Lakes	3
NPS NRI Listed	N/A	Floodplain - DFIRM	2
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	3	Sinkhole Areas	N/A
Rivers and Streams	20	Sinking-Stream Basins	N/A

Explanation:

IDEM 303d Listed Rivers and Streams: Three (3) 303d Listed Rivers and Streams are located within the 0.5 mile search radius. The Wabash River is located adjacent to the project area and is listed as impaired for E.coli, nutrients, and PCBs. Concerning nutrient impairments, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. The Wabash River is listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Lastly, the Wabash River is impaired for PCBs (and/or mercury or dioxin) in fish tissue. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT Site Assessment & Management (SAM) will occur.

*www.in.gov/dot/
An Equal Opportunity Employer*

Rivers and Streams: Twenty (20) river and stream segments are located within the 0.5 mile search radius. Wabash River is located within the project area. A Waters of the U.S. Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI-Wetlands: Fifteen (15) wetlands are located within the 0.5 mile search radius. One wetland is located adjacent to the project area. A Waters of the U.S. Report will be prepared and coordination INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Three (3) lakes are located within the 0.5 mile search radius. The nearest lake is approximately 0.48 mile southeast of the project area. No impact is expected.

Floodplains: Two (2) floodplain polygons are located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY

Explanation: The project area is not located within an Urbanized Area Boundary.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation:

Petroleum Wells: One (1) petroleum well is located within the 0.5 mile search radius. The petroleum well is located approximately 0.3 mile southeast of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Explanation: No hazardous material concerns were identified within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

The Wells County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”.

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Managed Lands: One (1) managed land is located within the 0.5 mile search radius. Ouabache State Park is adjacent to the project area. Coordination with Department of Natural Resources is recommended.

WATER RESOURCES:

IDEM 303d Listed Rivers and Streams: The Wabash River is located adjacent to the project area and is listed as impaired for nutrients, E. coli, and PCBs. Concerning nutrient impairments, BMPs will be used to avoid further degradation to the stream. The Wabash River is listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Lastly, the Wabash River is impaired for PCBs (and/or mercury or dioxin) in fish tissue. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT SAM will occur.

The presence of the following water resources will require the preparation of a Waters of the U.S. Report and coordination with INDOT ES Ecology and Waterway Permitting:

- One (1) stream segments, Wabash River, flows through the project area.
- One (1) wetland is located adjacent to the project area.
- The project area is located within a floodplain (coordination only).

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT Environmental Services concurrence:

Nicole Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2020.01.06
12:18:32 -05'00'

(Signature)

Prepared by:
Tenecia Jones
Urban Design Planner I
HNTB

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

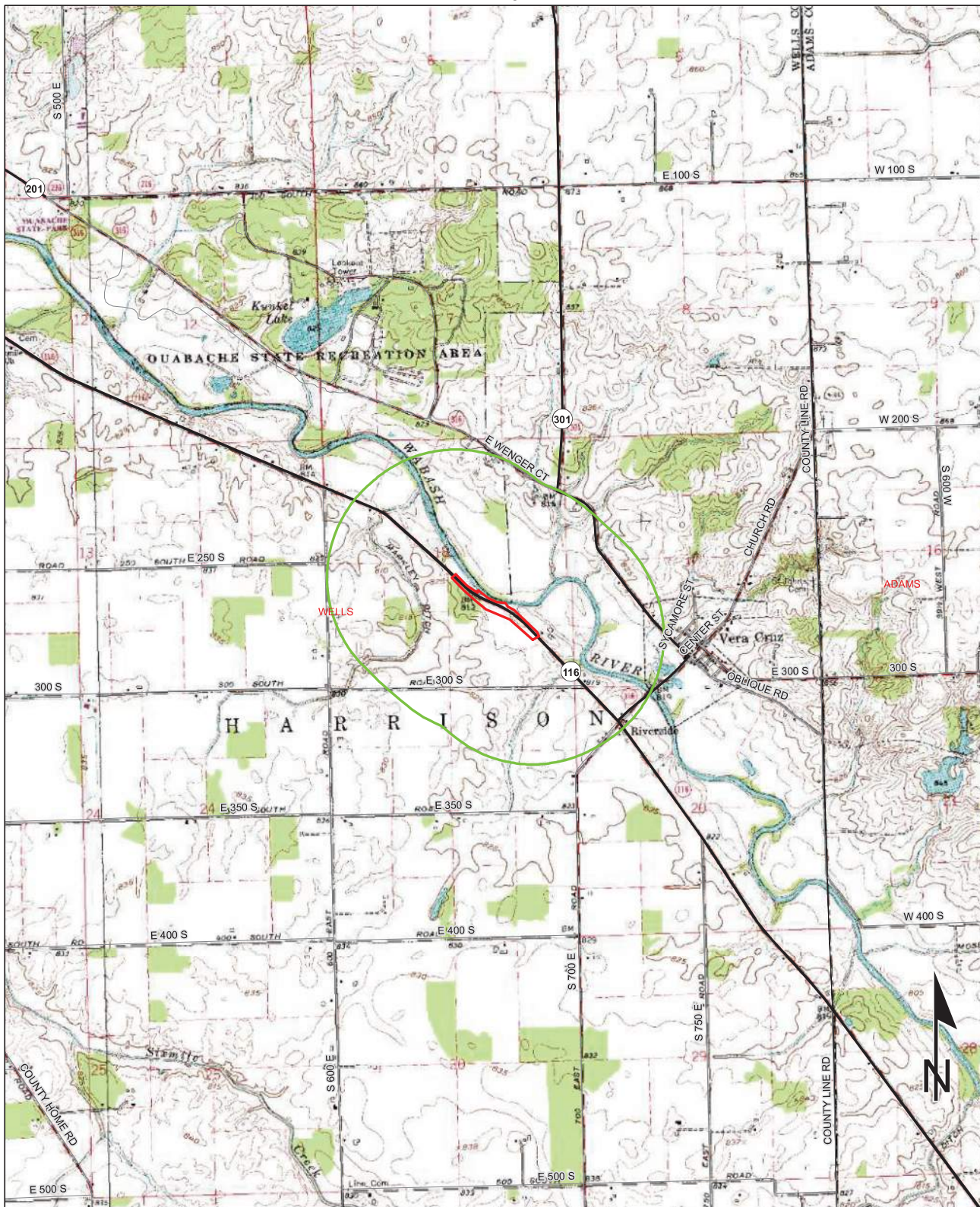
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: N/A

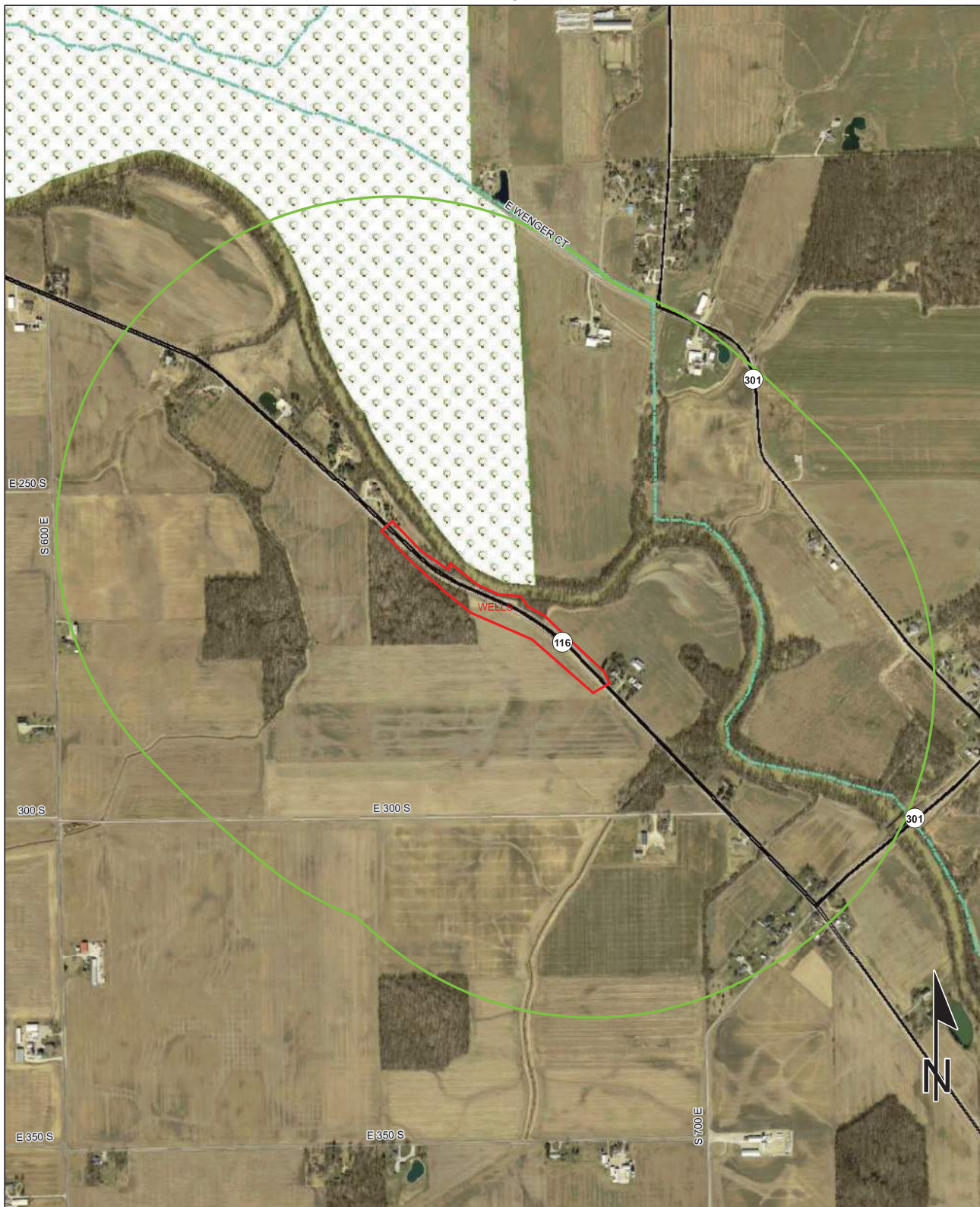
Red Flag Investigation - Site Location
 SR 116, 4.08 Miles East of SR 1
 Des. No. 1800222, Slide Correction
 Wells County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

LINN GROVE QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)

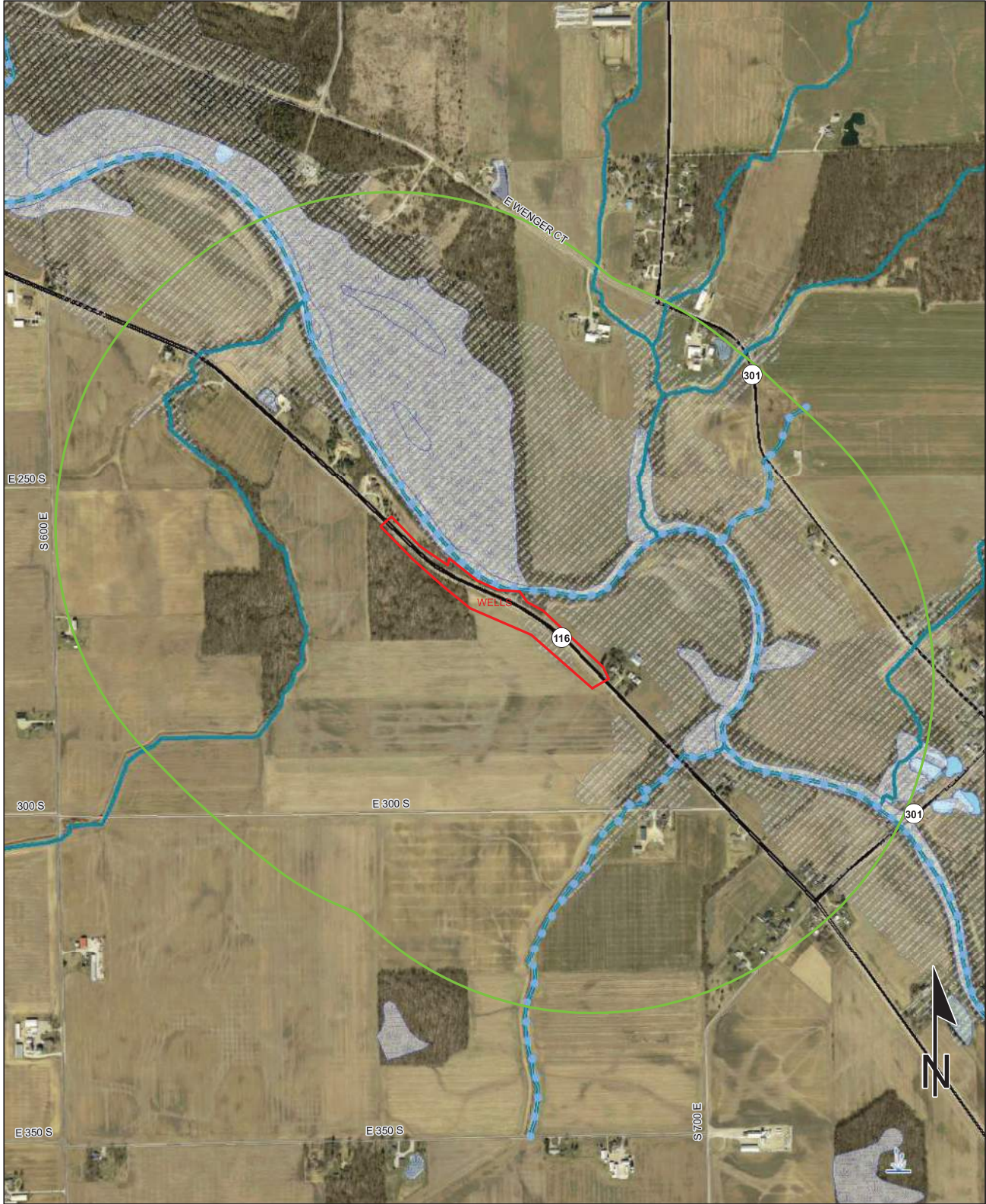
Red Flag Investigation - Infrastructure
 SR 116, 4.08 Miles East of SR 1
 Des. No. 1800222, Slide Correction
 Wells County, Indiana



Sources: 0.15 0.075 0 0.15 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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

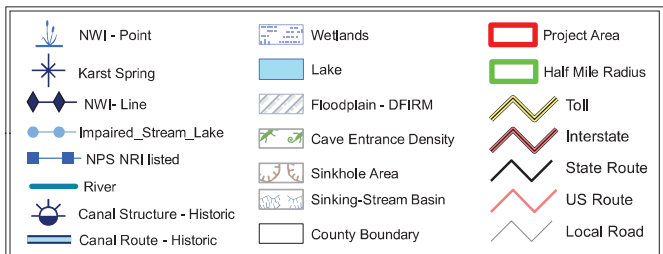
Red Flag Investigation - Water Resources
 SR 116, 4.08 Miles East of SR 1
 Des. No. 1800222, Slide Correction
 Wells County, Indiana



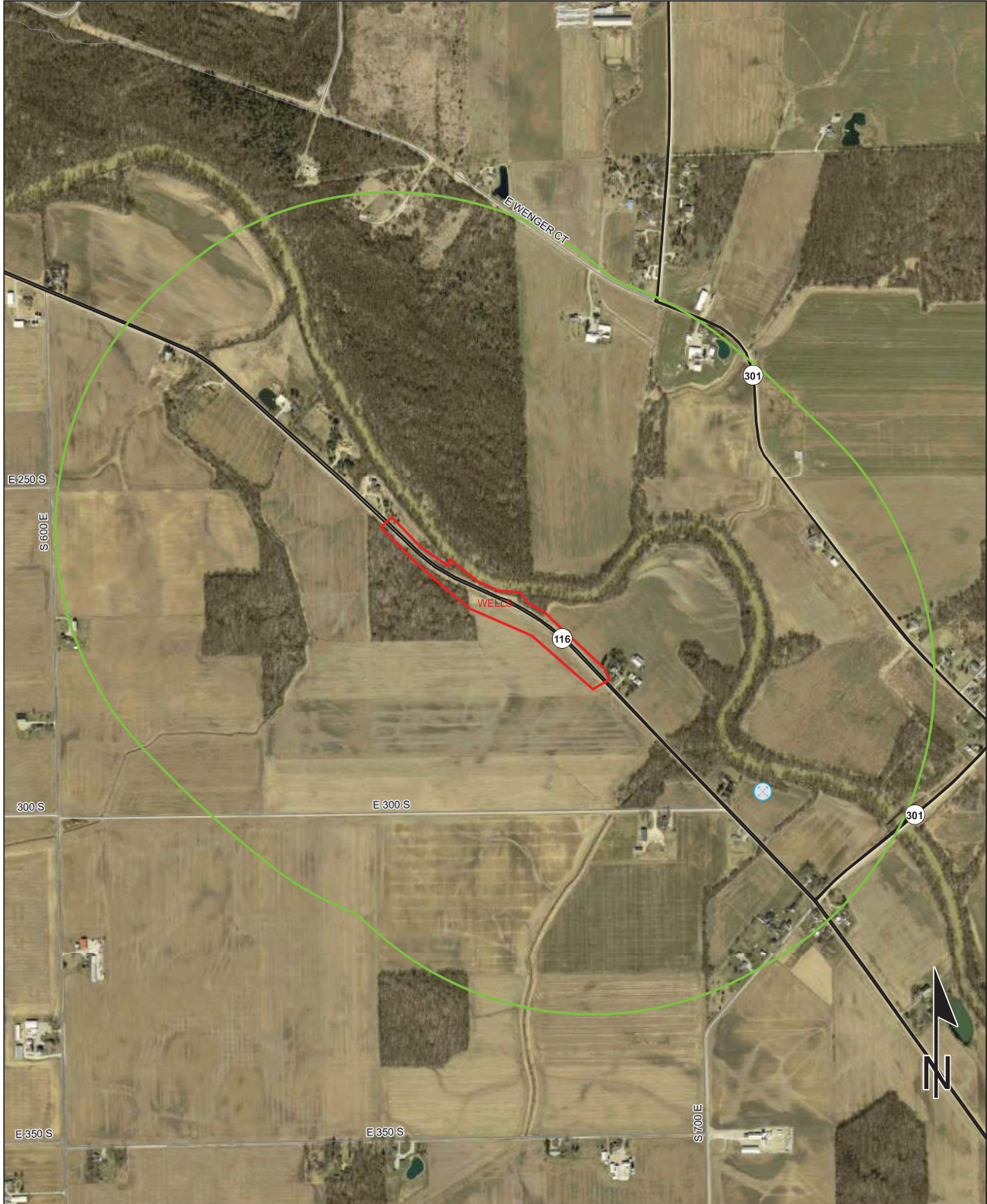
Sources: 0.15 0.075 0 0.15 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

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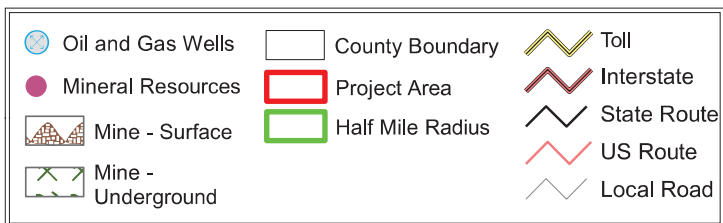
Des No 1800222



Red Flag Investigation - Mining/Mineral Exploration
 SR 116, 4.08 Miles East of SR 1
 Des. No. 1800222, Slide Correction
 Wells County, Indiana



0.15 0.075 0 0.15 Miles
Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.
 Des No 1800222



Indiana County Endangered, Threatened and Rare Species List

County: Wells

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
<i>Epioblasma rangiana</i>	Northern Riffleshell	LE	SE	G2	S1
<i>Epioblasma triquetra</i>	Snuffbox	LE	SE	G3	S1
<i>Obovaria subrotunda</i>	Round Hickorynut	C	SE	G4	S1
<i>Pleurobema clava</i>	Clubshell	LE	SE	G1G2	S1
<i>Ptychobranchus fasciolaris</i>	Kidneyshell		SSC	G4G5	S2
<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	LT	SE	G3G4T3	S1
<i>Toxolasma lividus</i>	Purple Lilliput	C	SSC	G3Q	S2
<i>Villosa fabalis</i>	Rayed Bean	LE	SE	G2	S1
Insect: Odonata (Dragonflies & Damselflies)					
<i>Macromia wabashensis</i>	Wabash River Cruiser		SE	G1G3Q	S1
Reptile					
<i>Clonophis kirtlandii</i>	Kirtland's Snake		SE	G2	S2
<i>Nerodia erythrogaster neglecta</i>	Copperbelly Water Snake	PS:LT	SE	G5T3	S2
<i>Sistrurus cateratus</i>	Eastern Massasauga	LT	SE	G3	S2
Bird					
<i>Bartramia longicauda</i>	Upland Sandpiper		SE	G5	S3B
<i>Haliaeetus leucocephalus</i>	Bald Eagle		SSC	G5	S2
Mammal					
<i>Myotis sodalis</i>	Indiana Bat	LE	SE	G2	S1
Vascular Plant					
<i>Andromeda glaucophylla</i>	Bog Rosemary		ST	G5T5	S2
<i>Arethusa bulbosa</i>	Swamp-pink		SX	G5	SX
<i>Carex arctata</i>	Black Sedge		ST	G5	S2
<i>Carex echinata</i>	Little Prickly Sedge		SE	G5	S1
<i>Carex limosa</i>	Mud Sedge		SE	G5	S1
<i>Dactylorhiza viridis</i>	Long-bract Green Orchis		SE	G5	S1
<i>Eriophorum gracile</i>	Slender Cottor-grass		ST	G5	S2
<i>Fragaria vesca var. americana</i>	Woodland Strawberry		SE	G5T5	S1
<i>Panax quinquefolius</i>	American Ginseng		WL	G3G4	S3
<i>Plantago cordata</i>	Heart-leaved Plantain		SE	G4	S1
<i>Platanthera orbiculata</i>	Large Roundleaf Orchid		SX	G5	SX
<i>Poa alsodes</i>	Grove Meadow Grass		SR	G4G5	S3
<i>Rorippa aquatica</i>	Lake Cress		SE	G4?	S1
<i>Viburnum opulus var. americanum</i>	Highbush-cranberry		SE	G5T5	S1
<i>Xyris difformis</i>	Carolina Yellow-eyed Grass		ST	G5	S2
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Wells

Species Name	Common Name	FED	STATE	GRANK	SRANK
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
 State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
 GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
 SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

APPENDIX F: WATER RESOURCES

Aaron Kochlinger

4/2/2020

Waters of the U.S. Report

SR 116 SLIDE CORRECTION



WELLS COUNTY

DES. NO.
1800222

Prepared by:

HNTB

111 Monument Circle, Suite 1200

Indianapolis, IN, 46204

317.636.4682

March 30, 2020

1. PROJECT INFORMATION

Date of Field Reconnaissance: October 23, 2019

Location

The project is located on SR 116, 4.08 miles east of SR 41, in Wells County, Indiana.

- Section 18, Township 26 N, Range 13 E
- Linn Grove Quadrangle, Indiana
- 40.70377 N, -85.09460 W (NAD83)

Project Description

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT), Fort Wayne District are proposing a slide correction at State Road (SR) 116, located 4.08 miles east of SR 41 in Wells County, Indiana. In the preferred alternative, the alignment of SR 116 will shift 75 feet south of the existing roadway. This alternative requires full depth pavement over a length of 1,900 feet. The bank stabilization will require soil excavation and replacement with appropriately sized rip rap.

2. DESKTOP RECONNAISSANCE

2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic (SSURGO) Database for Wells County, Indiana, the following mapped soils series are within the SR 116 investigated area (Attachment Pages 6-9).

- **Blount-Del Rey silt loams (BkB2):** very deep, somewhat poorly drained soils that are moderately deep or deep to dense till. Slope ranges from 0 to 6 percent. Blount-Del Rey silt loam is not considered a hydric soil; however, hydric inclusions of pewamo are known within depressions. The hydric soil rating is 3%
- **Del Rey-Blount silt loams (DeA):** very deep, somewhat poorly drained, formed in lacustrine materials on lake plains. Slopes range from 0 to 7 percent. Del Rey-Blount silt loam is not considered a hydric soil; however, hydric inclusions of pewamo and Milford are known within depressions. This soil type has a hydric rating of 10%.
- **Glynwood silt loam (GlgB2):** very deep, moderately well drained soils that are moderately deep or deep to dense till. They formed in a thin layer of loess and the underlying till. These soils are on ground moraines and end moraines. Slope ranges from 0 to 40 percent. Glynwood silt loam is not considered a hydric soil; however, hydric inclusions of pewamo are known within depressions. The hydric soil rating is 3%.
- **Pewamo silty clay loam (Pm):** very deep, very poorly drained soils formed in till on moraines, near-shore zones (relict), and lake plains. Slope ranges from 0 to 2 percent. The hydric soil rating is 91% and is considered hydric.

2.2 NATIONAL WETLANDS INVENTORY

Based on the U.S. Fish and Wildlife National Wetland Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html) (Attachment Page 5), two NWI wetlands are mapped within the investigated area. One wetland is mapped within the investigated area classified as riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH), representing the Wabash River. The other wetland mapped within the investigated area is classified as palustrine, forested, broad-leaved deciduous, temporary flooded (PFO1A).

2.3 HYDROLOGY

The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is #051201010604. According to the Indiana Floodplain Information Portal, a portion of the investigated area is within the regulatory floodway and the DNR approximate Fringe of Wabash River (<http://dnrmapping.dnr.in.gov/appsphp/fdms/>) (Attachment Page 4).

3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on October 23, 2019. The purpose was to determine the presence of waters of the U.S. within the investigated area and determine the presence or absence of jurisdictional waters. The field investigation area encompassed the area required for construction access and completion of the road alignment work. HNTB staff photographed select features and areas of interest throughout the investigated area. A photo location map and select photographs are included as Attachment Pages 12-34.

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Midwest Region* (US Army Corps of Engineers, 2010). Identification of indicator status of plant species utilized the 2016 Midwest Region National Wetland Plant List. Field GIS data was collected using a Trimble R1 GNSSGPS with submeter accuracy.

4. WATERS

The October 23, 2019 field reconnaissance for the SR 116 slide correction project revealed four streams; Wabash River, UNT-1 to Wabash River, UNT-2 to Wabash River, and UNT to UNT-1 to Wabash River.

4.1 WETLANDS

DATA POINT 1 (DP1)

This data point was taken in the south west quadrant of the SR 116 investigated area within an upland forested area adjacent to UNT-1. Dominant vegetation consisted of Calico Aster (*Symphotrichum lateriflorum*, FACW). This data point passed the dominance test for hydrophytic vegetation since greater than 50% of the dominant species were FAC or wetter. Soils within the pit were excavated to a depth of 20 inches. Soils from 0-5 inches consisted of 10YR 3/2 loamy/clayey constituents and no redox features were present. Soils from 5-15 inches consisted of 10YR 4/2 loamy/clayey with no redox features. Soils from 15-20 inches consisted of 10YR 5/2 loamy/clayey with no redox features. Soil characteristics do not support hydric soil status. The data point passed the FAC-Neutral Test, but no other hydrology was observed. This point is not within a wetland due to the lack of hydric soil and no primary or second secondary indicators of hydrology. The data form for this point is included as Attachment Pages 35-37.

TABLE 1: DATA POINT SUMMARY TABLE

Data Point-ID	Vegetation	Soils	Hydrology	Within a Wetland?
DP1	Yes	No	No	No

4.2 STREAMS

The investigation resulted in the identification of four likely jurisdictional streams: UNT-1 to Wabash River, UNT-2 to Wabash River, UNT to UNT-1 to Wabash River, and the Wabash River. Characteristics of the streams are summarized in Table 1. The ordinary high-water mark (OHWM) was obtained for the stream using GPS and a measuring tape.

WABASH RIVER

According to the USGS Linn Grove Quadrangle 1:24,000 scale topographic map, Wabash River is a perennial blueline stream feature that flows east to west along SR 116. Wabash River exhibited 115 feet by 8 feet deep OHWM during the site investigation. The substrate of Wabash River was primarily gravel, sand and silt. Within the investigated area instream cover consisted of sparse deep pools, undercut banks, overhanging vegetation and logs and woody debris. The riparian corridor consisted of Green Ash (*Fraxinus pennsylvanica*, FACW), Bur Oak (*Quercus macrocarpa*, FAC), Sugar Maple (*Acer saccharum*, FACU), Red Oak (*Quercus rubra*, FACU). According to the USGS Streamstats website, (<https://water.usgs.gov/osw/streamstats/indiana.html>), Wabash River drains 468.307 square miles. Based on a qualitative evaluation, Wabash River is considered average quality due to a lack of substrate stability and presence of sparse functional instream cover. Wabash River is not listed as a *Federal Wild and Scenic River, a State Natural, Scenic and Recreation River*. Wabash River is on the Indiana listing of Outstanding Rivers and Streams. According to the classification codes developed by Cowardin *et al.* (1979), this stream feature would be classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH) resource. Wabash River is jurisdictional based on its designation as a traditional navigable waterway (TNW).

UNT-1 TO WABASH RIVER

UNT-1 to Wabash River is an ephemeral stream feature that begins south of SR 116 and flows north under SR 116 where it reaches its confluence with Wabash River. The area is predominantly rural. UNT-1 to Wabash River exhibited 6 feet by 10 inches deep OHWM during the site investigation. The riparian corridor consists of Green Ash (*Fraxinus pennsylvanica*, FACW), Bur Oak (*Quercus macrocarpa*, FAC), Sugar Maple (*Acer saccharum*, FACU) Japanese honeysuckle (*Lonicera japonica*, FACU). The primary source of hydrology for this stream is runoff from SR 116 and surrounding farmland areas. According the USGS Streamstats website, (<https://water.usgs.gov/osw/streamstats/indiana.html>), UNT-1 to Wabash River drains 0.125 square mile. Based on a qualitative assessment, this resource is a poor quality feature based on a lack of diverse substrate and bank erosion on the northern portion of the stream. There is no information regarding this stream in the national wetlands inventory database. UNT-1 to Wabash River is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW.

UNT-2 TO WABASH RIVER

UNT-2 to Wabash River is an ephemeral stream feature that begins north of SR 116 in a rural area. UNT-2 to Wabash River exhibited 4 feet by 6 inches deep OHWM during the site investigation. The riparian corridor consisted of Green Ash (*Fraxinus pennsylvanica*, FACW), Bur Oak (*Quercus macrocarpa*, FAC), Sugar Maple (*Acer saccharum*, FACU), Red Oak (*Quercus rubra*, FACU). The primary source of hydrology for this stream is runoff from SR 116 and surrounding farmland south of SR 116. UNT-2 to Wabash River is not shown on USGS Streamstats (<https://water.usgs.gov/osw/streamstats/indiana.html>); therefore, the stream likely has an upstream drainage area of less than one square mile. Based on a qualitative assessment, this resource is poor quality due to poor bank stability with erosion on both banks and lack of diverse substrate. There is no information

regarding this stream in the national wetlands inventory database. UNT-2 to Wabash River is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW.

UNT TO UNT-1 TO WABASH RIVER

UNT to UNT-1 to Wabash River is an ephemeral stream feature that flows east, parallel to SR 116 on the south side of the roadway. UNT to UNT-1 to Wabash River exhibited 4 feet by 5 inches deep OHWM during the site investigation. The riparian corridor consisted on Green Ash (*Fraxinus pennsylvanica*, FACW), Bur Oak (*Quercus macrocarpa*, FAC), Sugar Maple (*Acer saccharum*, FACU), Japanese honeysuckle (*Lonicera japonica*, FACU). The primary source of hydrology for this stream is runoff from SR 116 and surrounding farmland south of SR 116. UNT to UNT-1 to Wabash River is not shown on USGS Streamstats (<https://water.usgs.gov/osw/streamstats/indiana.html>); therefore, the stream likely has an upstream drainage area of less than one square mile. Based on a qualitative assessment, this resource is poor based on poor bank stability with erosion on the north bank and lack of diverse substrate. UNT to UNT-1 to Wabash River flows into UNT-1 to Wabash River. UNT to UNT-1 to Wabash is likely jurisdictional based on its hydraulic connectivity to the Wabash River, a TNW.

TABLE 1: STREAM AND WATERWAY SUMMARY TABLE

Stream Name	Photo #	Lat/Long	OHWM	Quality	Linear feet in Investigated area	Substrate	USGS Blue Line	Riffles/Pools	Waters of U.S.
Wabash River	30, 31, 34	40.70394 N -85.09458 W	115' wide x 8' deep	Average	600	Sand, Silt, gravel,	Yes, perennial	Yes	Yes
UNT-1 to Wabash River	1, 8, 9, 33, 34	40.70373 N -85.09555 W	6' wide x 10" deep	Poor	148	Sand, Silt	No	No	Yes
UNT-2 to Wabash River	24, 25, 26	40.70338 N -85.09378 W	4' wide x 6" deep	Poor	46	Sand, Silt	No	No	Yes
UNT to UNT-1 to Wabash River	3, 4, 5, 40	40.70439 N -85.09679 W	4' wide x 5" deep	Poor	123	Sand, Silt	No	No	Yes

4.3 ROADSIDE DRAINAGE FEATURES

As illustrated in the ground level photographs included as Attachment Pages 12-34, there were no roadside drainage features identified within the investigated area.

4.4 OPEN WATERS

Site investigations did not identify open water features within the investigated area.

5. CONCLUSION

The October 2019 field review for the SR 116 slide correction project identified four likely jurisdictional features within the identified investigated area, UNT-1 to Wabash River, UNT-2 to Wabash River, UNT-1 to Wabash River, UNT-2 to Wabash River. UNT-1 to Wabash River, UNT-2 to Wabash River are likely waters of the U.S. with hydrologic connectivity to the Wabash River, a TNW. No wetlands were identified within the survey area. No roadside ditches were identified within the survey area.

Every effort should be taken to avoid and minimize the impacts to the water resources listed above. Disturbance of a wetland or stream could result in a mitigation requirement to secure the required permits for the bridge replacement project. If construction exceed the limits of the survey review area illustrated in this document, further field investigation will be needed. This report is this office's best judgement of water resources that are likely to be under federal jurisdiction, based on the guidelines set forth by the U.S. Army corps of Engineers (USACE). The final determination of jurisdictional waters is ultimately the responsibility of the USACE. The INDOT Office of Environmental Services should be contacted immediately if impacts occur.

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instructional Guidebook, and other appropriate agency guidelines.

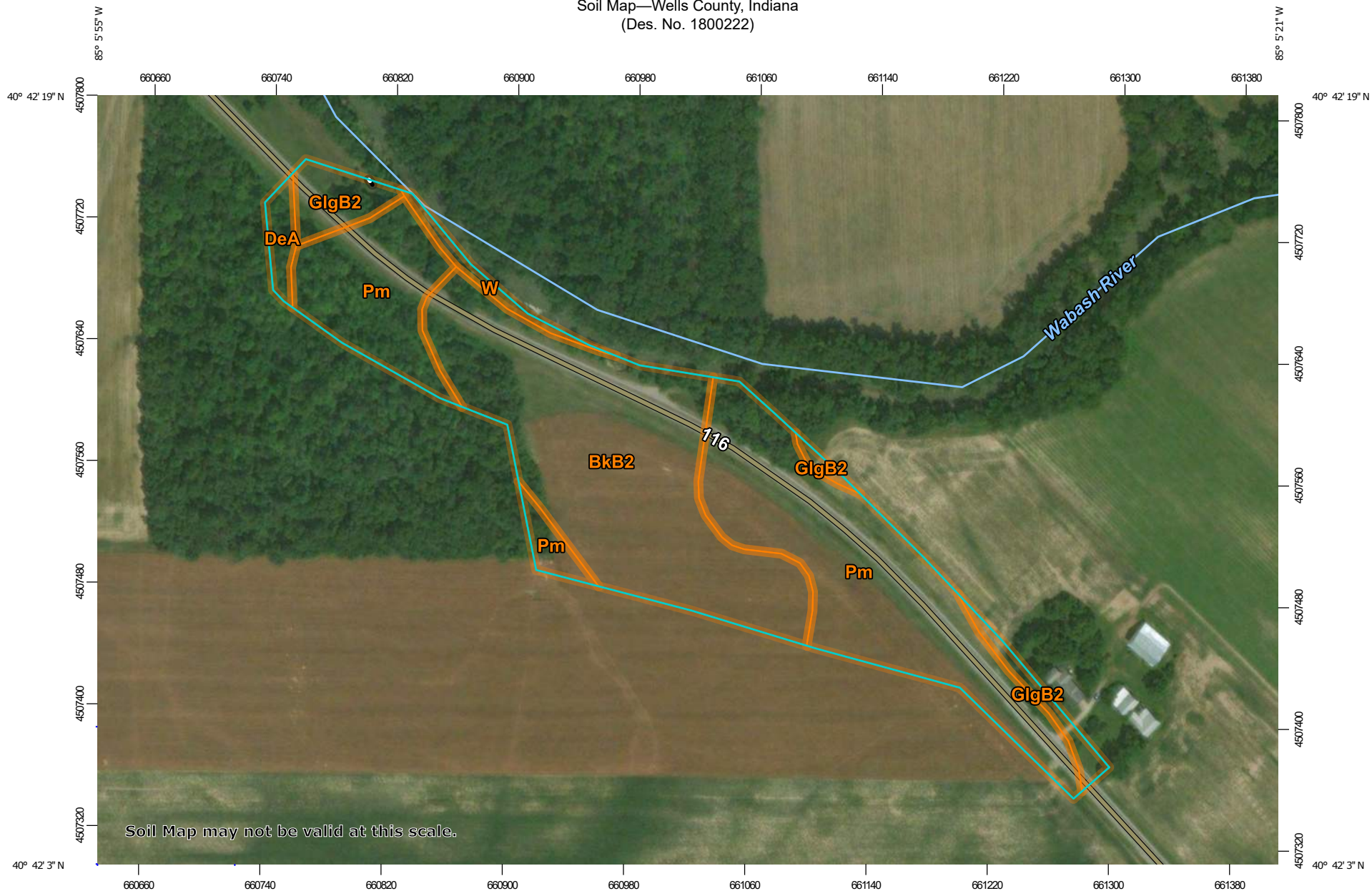


Landon Little, Scientist

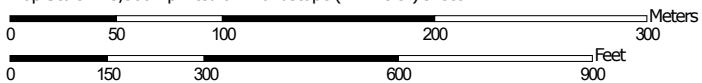
PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Rich Connolly	Science Project Manager	Project Management Field Data Collection
Landon Little	Scientist	Field Data Collection Report Preparation

Soil Map—Wells County, Indiana
(Des. No. 1800222)



Map Scale: 1:3,560 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84



Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BkB2	Blount-Del Rey silt loams, 1 to 4 percent slopes, eroded	6.5	42.7%
DeA	Del Rey-Blount silt loams, 0 to 1 percent slopes	0.3	2.0%
GlgB2	Glynwood silt loam, ground moraine, 1 to 4 percent slopes, eroded	1.0	6.7%
Pm	Pewamo silty clay loam, 0 to 1 percent slopes	7.1	46.9%
W	Water	0.2	1.6%
Totals for Area of Interest		15.2	100.0%

Hydric Rating by Map Unit

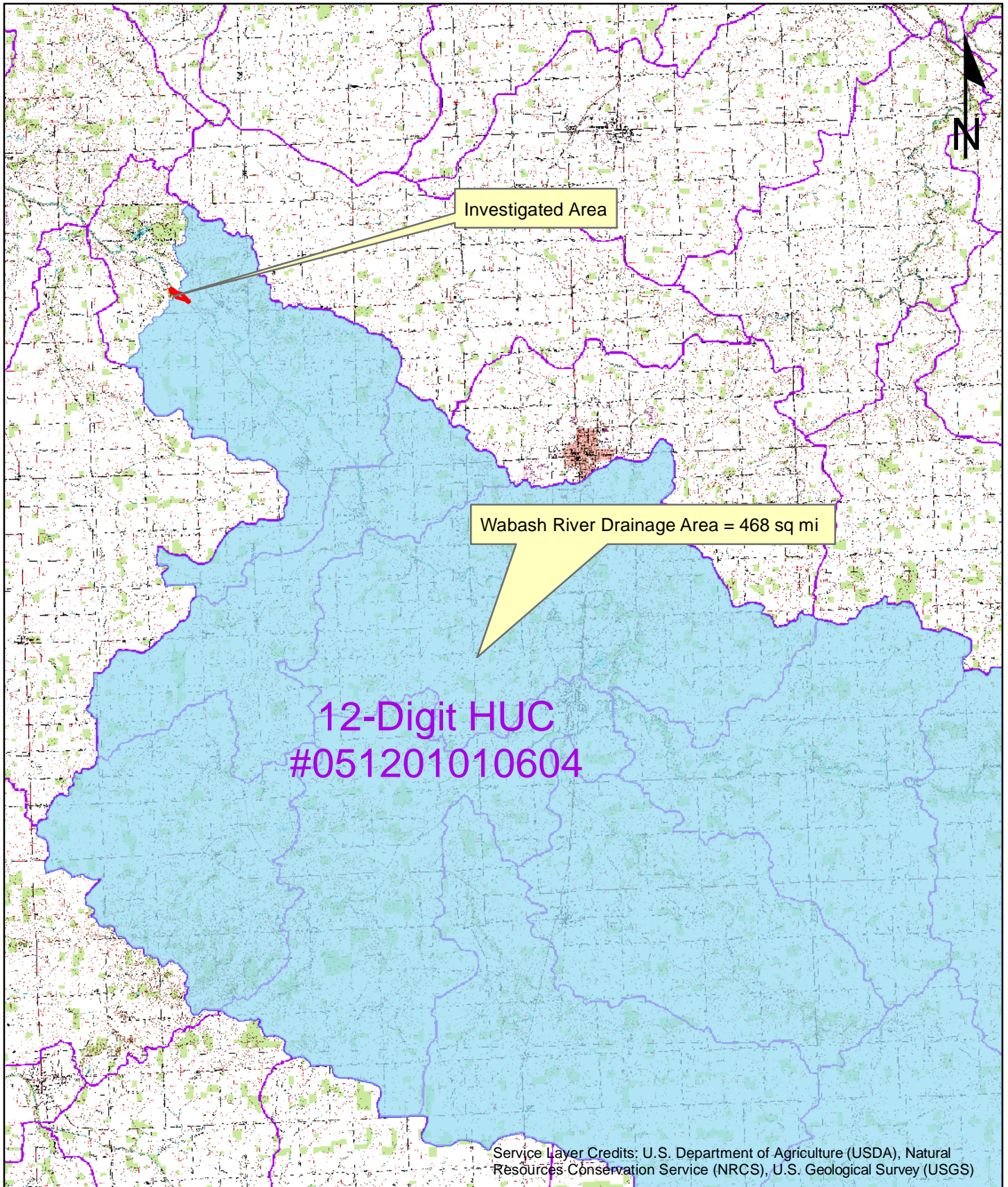
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BkB2	Blount-Del Rey silt loams, 1 to 4 percent slopes, eroded	3	6.5	42.7%
DeA	Del Rey-Blount silt loams, 0 to 1 percent slopes	10	0.3	2.0%
GlgB2	Glynwood silt loam, ground moraine, 1 to 4 percent slopes, eroded	3	1.0	6.7%
Pm	Pewamo silty clay loam, 0 to 1 percent slopes	91	7.1	46.9%
W	Water	0	0.2	1.6%
Totals for Area of Interest			15.2	100.0%

Report—Hydric Soil List - All Components

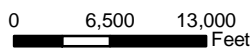
Hydric Soil List - All Components--IN179-Wells County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
BkB2: Blount-Del Rey silt loams, 1 to 4 percent slopes, eroded	Blount	55	Moraines,till plains	No	—
	Del Rey	35	Moraines,till plains	No	—
	Glynwood	7	—	No	—
	Pewamo	3	Depressions	Yes	2,3
DeA: Del Rey-Blount silt loams, 0 to 1 percent slopes	Del Rey	55	Moraines,till plains	No	—
	Blount	35	Moraines,till plains	No	—
	Pewamo	5	Depressions	Yes	2,3
	Milford	5	Depressions	Yes	2,3
GlgB2: Glynwood silt loam, ground moraine, 1 to 4 percent slopes, eroded	Glynwood-Ground moraine	80-90	Ground moraines	No	—
	Mississinewa	4-12	Ground moraines	No	—
	Blount-Ground moraine	0-8	Ground moraines	No	—
	Pewamo	0-6	Depressions	Yes	2
Pm: Pewamo silty clay loam, 0 to 1 percent slopes	Pewamo	80-95	Depressions on till plains,drainageways on till plains	Yes	2
	Blount	0-12	Ground moraines on till plains,end moraines on till plains	No	—
	Minster	0-9	Depressions on till plains	Yes	2,3
W: Water	Water	100-100	—	No	—

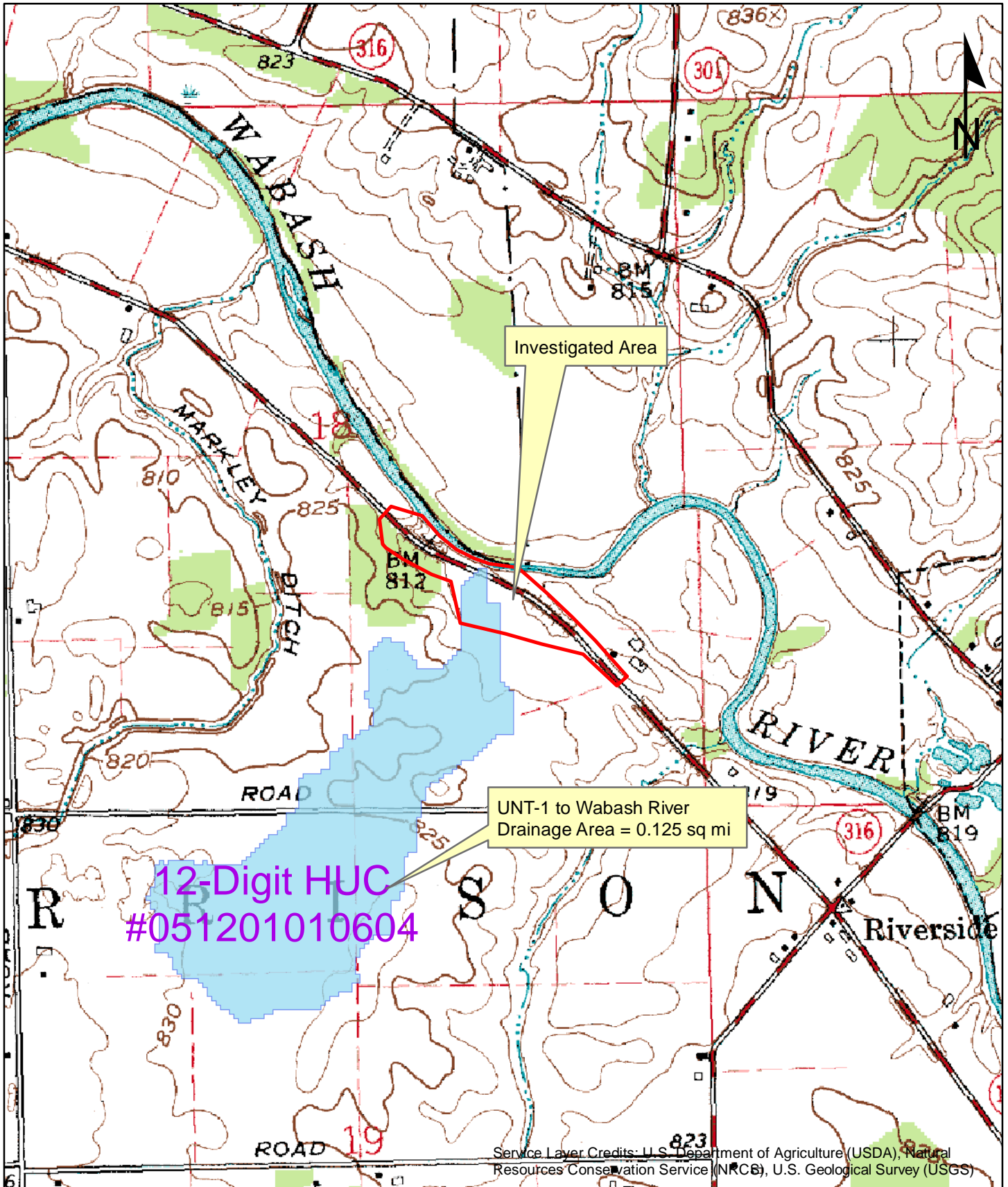
Data Source Information

Soil Survey Area: Wells County, Indiana
 Survey Area Data: Version 23, Sep 16, 2019



Investigated Area	Streamstats Map SR 116 Slide Correction Wells County, Indiana	
Drainage Area		
Watersheds HUC12 - 2009	1 inch = 13,000 feet	Graphics created by HNTB Corporation (2020)





	Streamstats Map SR 116 Slide Correction Wells County, Indiana	
	Des. No. 1800222 1 inch = 1,000 feet	 Graphics created by HNTB Corporation (2020)

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: March 30, 2020

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Landon Little, 111 Monument Circle Suite 1200, Indianapolis, IN, 46202

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

This project is located on SR 116 along the Wabash River, near the town of Bluffton in Wells County, Des. No. 1800222. In the preferred alternative, the alignment of SR 116 will shift 75 feet south of the existing roadway. This alternative requires full depth pavement over a length of 1,900 feet. The bank stabilization will require soil excavation and replacement of appropriately sized riprap.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **IN** County/parish/borough: **Wells** City: **Bluffton**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **40.70377 N** Long.: **-85.09460 W**

Universal Transverse Mercator: Northing: 4507640 Easting: 660905 Zone: 16S

Name of nearest waterbody: **Wabash River**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Wabash River	40.70372 N	-85.09754 W	600 feet	Non-Wetland	Section 404
UNT-1 to Wabash River	40.70373 N	-85.09555 W	148 feet	Non-Wetland	Section 404
UNT-2 to Wabash River	40.70338 N	-85.09378 W	46	Non-Wetland	Section 404
UNT to UNT-1 to Wabash River +	40.70439 N	-85.09679 W	123	Non-Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

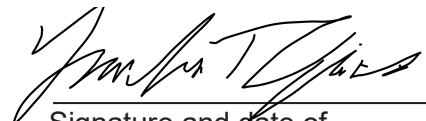
SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: HNTB Indiana
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____
- Data sheets prepared by the Corps: _____
- Corps navigable waters' study: _____
- U.S. Geological Survey Hydrologic Atlas: _____
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Linn Grove Quadrangle
- Natural Resources Conservation Service Soil Survey. Citation: Wells County
- National wetlands inventory map(s). Cite name: USFWS GIS Database
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: _____
- 100-year Floodplain Elevation is: 815 ft (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): 2017 USDA/NRCS ORTHO
or Other (Name & Date): October 23, 2019
- Previous determination(s). File no. and date of response letter: _____
- Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

 03/30/2020

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

APPENDIX G: PUBLIC INVOLVEMENT

Sample Notice of Survey Letter

June 4, 2019

Re: Wells County Tax Parcel

NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey for the evaluation and correction of a slide along SR 116 at the Wabash River, from 4.08 miles east of SR 41 to 4.46 miles east of SR 1 in Wells County, Indiana. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after June 4, 2019

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

Douglas Garvin, PE
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
(317) 636-4682

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the Fort Wayne District Real Estate Manager; contact information is below. The District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the District Real Estate Manager for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

If you have questions regarding the rights and procedures outlined in this letter, please contact the Fort Wayne District Real Estate Manager. This contact information is as follows:

Jeremy McManama
5333 Hatfield Road
Fort Wayne, IN 46808
(260) 471-1039

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink that reads "William M. Jones". The signature is written in a cursive style with a large, looping initial "W".

William M. Jones
Supervisory Survey Technician

APPENDIX H: AIR QUALITY

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	2002265	A 34	US 224	Small Structure Replacement	3.58 Miles East SR 3, Large Culvert for GRIFFIN DITCH.	Fort Wayne	0	NHPP	\$455,706.00	Bridge Consulting	PE	\$61,360.00	\$15,340.00			\$76,700.00		
										Bridge ROW	RW	\$28,000.00	\$7,000.00					\$35,000.00
Comments:NO MPO for DES 2002265. Adding PE for \$76,700 to FY 2022 and RW for \$35,000 for phase illustrative of FY 2024.																		
Indiana Department of Transportation	38562 / 1383504	Init.	SR 116	HMA Overlay Minor Structural	From US 224 (Markle) to SR 124 N Jct (Bluffton)	Fort Wayne	11.117	STPBG		Bridge Construction	CN	\$277,191.20	\$69,297.80	\$346,489.00				
										Road Construction	CN	\$2,924,815.20	\$731,203.80	\$3,656,019.00				
Indiana Department of Transportation	38562 / 1383504	A 03	SR 116	HMA Overlay Minor Structural	From US 224 (Markle) to SR 124 N Jct (Bluffton)	Fort Wayne	11.117	STBG	\$4,718,879.00	Road ROW	RW	\$44,000.00	\$11,000.00	\$55,000.00				
Comments:NO MPO. DES 1383504 Adding RW to FY 2020 for \$55,000.																		
Indiana Department of Transportation	39900 / 1383677	Init.	SR 124	Small Structure Replacement	Over Whitelock Ditch, 2.19 miles East of SR 3.	Fort Wayne	.101	STPBG		Bridge Construction	CN	\$1,287,188.00	\$321,797.00	\$15,000.00	\$1,593,985.00			
										Bridge ROW	RW	\$78,400.00	\$19,600.00	\$98,000.00				
Indiana Department of Transportation	40743 / 1702129	Init.	SP PARK	Institution & Park Road Maintenance	Quabache State Park, at S end of SR 201, 1.23 miles S of SR 124	Fort Wayne	0	STPBG		DNR/INST Construction	CN	\$332,800.00	\$83,200.00		\$416,000.00			
Indiana Department of Transportation	41084 / 1601020	Init.	SR 301	HMA Overlay Minor Structural	From SR 116 to US 224	Fort Wayne	8.358	STPBG		Road Construction	CN	\$7,249,192.00	\$1,812,298.00		\$9,061,490.00			
Indiana Department of Transportation	41084 / 1601020	M 07	SR 301	HMA Overlay Minor Structural	From SR 116 to SR 124.	Fort Wayne	3.53	STBG	\$7,576,798.00	Road Construction	CN	-\$1,190,953.60	-\$297,738.40		(\$1,488,692.00)			
Comments:No MPO. Reducing the CN for FY 2021 by -\$1,488,692 for a total remaining of \$7,576,798.																		
Wells County	41155 / 1702735	Init.	IR 1015	Bridge Maintenance And Repair	Bridge 106 on CR 100N over Rock Creek	Fort Wayne	2	STPBG		Local Funds	CN	\$0.00	\$313,200.00					\$313,200.00
										Local Bridge Program	CN	\$1,252,800.00	\$0.00					\$1,252,800.00
Wells County	41155 / 1702735	A 04	IR 1015	Bridge Maintenance And Repair	Bridge 106 on CR 100N over Rock Creek	Fort Wayne	2	STBG	\$1,566,000.00	Local Funds	RW	\$0.00	\$36,000.00		\$36,000.00			
										Local Bridge Program	RW	\$144,000.00	\$0.00		\$144,000.00			
Comments:Add ROW to STIP. No MPO																		
Wells County	41155 / 1702735	M 10	IR 1015	Bridge Maintenance And Repair	Bridge 106 on CR 100N over Rock Creek	Fort Wayne	2	STBG	\$1,746,000.00	Local Funds	RW	\$0.00	\$0.00		(\$36,000.00)	\$36,000.00		
										Local Bridge Program	RW	\$0.00	\$0.00		(\$144,000.00)	\$144,000.00		
Comments:Move ROW from FY '22 to '23. NO MPO																		
Indiana Department of Transportation	41553 / 1800222	Init.	SR 116	Slide Correction	From 4.08 Miles East of SR 1 to 4.46 Miles East of SR 1	Fort Wayne	.396	STPBG		Road Construction	CN	\$250,120.80	\$62,530.20					\$312,651.00

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
										Road ROW	RW	\$48,000.00	\$12,000.00		\$60,000.00			
Indiana Department of Transportation	41561 / 1800051	Init.	SR 3	Bridge Replacement, Other Construction	Bridge Over Prairie Creek, 2.46 Miles North of SR 18.	Fort Wayne	.1	STPBG		Bridge Construction	CN	\$781,998.40	\$195,499.60				\$977,498.00	
										Bridge ROW	RW	\$16,000.00	\$4,000.00			\$20,000.00		
Indiana Department of Transportation	41569 / 1800049	Init.	SR 301	Small Structure Replacement	Carried Eight Mile Creek, 1.85 Miles North of SR 124.	Fort Wayne	.1	STPBG		Bridge Construction	CN	\$340,473.60	\$85,118.40				\$425,592.00	
										Bridge ROW	RW	\$16,000.00	\$4,000.00			\$20,000.00		
Indiana Department of Transportation	41569 / 1800049	A 01	SR 301	Small Structure Replacement	Carried Eight Mile Creek, 1.85 Miles North of SR 124.	Fort Wayne	.1	STPBG	\$0.00	Bridge Construction	CN	-\$340,473.60	-\$85,118.40				(\$425,592.00)	
										Bridge ROW	RW	-\$16,000.00	-\$4,000.00			(\$20,000.00)		
Comments: No MPO. Removing CN																		
Indiana Department of Transportation	41824 / 1600289	Init.	SR 124	Bridge Replacement, Other Construction	Bridge over Rock Creek, 3.48 miles E of SR 3	Fort Wayne	0	STPBG		Bridge Construction	CN	\$1,392,028.00	\$348,007.00	\$1,740,035.00				
Wells County	41852 / 1801917	Init.	IR 1285	Railroad Crossing Removal	Rerouting of Hoosier Highway in Wells County to connect to Adams Street at Bluffton City	Fort Wayne	1.5	STPBG		Local Funds	RW	\$38,192.00	\$9,548.00	\$47,740.00				
										Local Funds	CN	\$997,573.41	\$249,393.35		\$1,246,966.77			
										Local TRAXX program	PE	\$364,445.39	\$91,111.34		\$455,556.74			
										Local TRAXX program	RW	\$135,408.00	\$33,852.00	\$169,260.00				
										Local TRAXX program	CN	\$3,536,851.19	\$884,212.79		\$4,421,063.99			
Wells County	41852 / 1900838	A 27	IR 1003	Railroad Crossing Removal	Rerouting of Hoosier HWY in Wells Co. to connect to Adams St. at Bluffton City Limits	Fort Wayne	0	Safety	\$8,176,590.00	Local Funds	RW	\$86,240.00	\$21,560.00				\$107,800.00	
										Local Funds	CN	\$1,299,564.80	\$324,891.20			\$1,624,456.01		
										Local TRAXX program	PE	\$643,512.00	\$160,878.00			\$804,390.00		
										Local TRAXX program	RW	\$305,760.00	\$76,440.00			\$382,200.00		
										Local TRAXX program	CN	\$3,406,499.19	\$851,624.79		\$50,000.00	\$4,208,123.99		
Comments: NO MPO New Project. RW in FY22 \$382,200, PE in FY22 \$804,390, CN in FY21 \$50,000, CN in FY22 \$4,208,123.99; all federal funds. Lead Des # was eliminated from the contract; this is now the Lead Des for contract. AQC Exempt N/A.																		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

APPENDIX I: ADDITIONAL STUDIES

Please note that this is an excerpt from the full report.



Abbreviated Engineer's Assessment

SR 116 Slide Correction

INDOT Fort Wayne District
Wells County, IN
DES No: 1800222

February 10, 2020

Prepared For
INDOT Fort Wayne District
Contact: John Langmaid

Prepared By
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
Phone (317) 636-4682
Contact: Josh Cook, PE

Approved: 

Doug Garvin
HNTB, Project Manager

Date: 2/10/20

Approved: John Langmaid

John Langmaid
INDOT, Project Manager

Date: 02/18/2020

APPROVED
By Susan J. Doell, P.E. at 10:13 am, Feb 18, 2020

Approved: _____
Susan Doell
INDOT, Scoping Manager

Date: _____

CONTENTS

1.1	Purpose of Report.....	3
1.2	Project Location	3
1.3	Project Purpose and Need	3
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1.6	Structures.....	4
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Attachments

Appendix A. Project Location Map

Appendix B. Traffic Counts and Forecasts

Appendix C. Safety Analysis

Appendix D. Alternative Layouts

Appendix E. Cost Estimates

Appendix F. Preliminary Geotechnical Evaluation

Appendix G. Design Computations

1.1 PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of the project development for Des 1800222, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way, and other project activities leading to construction. The preferred alternative identified in this document is considered preliminary, pending the outcome of environmental studies.

1.2 PROJECT LOCATION

This project is located on SR 116 from RP 18+73 to RP 19+09, from 4.08 miles east of SR 1 to 4.46 miles east of SR 1 in Harrison township, Wells County, Indiana. The project is in the INDOT Ft. Wayne District, East of Bluffton Indiana. The area is rural consisting primarily of farm fields and isolated pockets of woodlands, and the roadway borders the Wabash River. Please see Appendix A for the map location.

1.3 PROJECT PURPOSE AND NEED

The purpose of the project is to mitigate a sliding earth mass on the north side of SR 116 near RP 19+00. Natural stream bank erosion has destabilized the slope and has caused the soil to slide towards the Wabash River. The need for this project is to protect the adjacent roadway from being damaged by continued bank erosion and to protect the traveling public.

1.4 EXISTING FACILITY

The existing roadway facility is classified as a rural collector and is not part of the US National Highway System (NHS). The roadway is not on the National Truck Network. The posted speed limit at the project location is 55 mph. The existing roadway is approximately 22' wide through the project limits with 2' paved shoulders and 1' aggregate shoulder and 3' of usable shoulder. Existing horizontal alignment does not meet minimum INDOT Design Manual horizontal alignment design criteria. Existing horizontal curves have insufficient super-elevations. The Table below describes the existing geometric conditions.

Geometric Design Criteria			
Proposed Design Speed	55 MPH Existing 55 MPH Proposed	Functional Class	State Collector
Proposed Design Criteria	IDM Figure 53-3	Rural / Urban	Rural
Terrain	Level	Access Control	None
Cross Section Elements			
	Existing	Minimum	Desirable
Lane Width	11'	11'	12'
Shoulder Width Paved	2'	4'	6'
Shoulder Width Usable	3'	6'	8'

1.5 TRAFFIC DATA

The INDOT traffic forecast report for SR 116 in the vicinity of the Slide indicates a count in 2019 of 1,990 AADT. The per year growth rate forecast of 1 .08% was used to calculate construction year AADT (2023) of 2,076. Design year AADT traffic (2043) of 2,503.

1.6 STRUCTURES

There is an existing 24" ductile iron pipe culvert crossing under SR 116, 300 feet west of the stream bank failure area.

1.7 DRAINAGE

Existing Drainage through the project is primarily through sheet flow away from the road into the Wabash River on the north side of SR 116. Drainage on the south side of the road is conveyed through side ditches to a 24" culvert that outfalls into the Wabash River. No existing drainage problems have been identified.

1.8 CRASH DATA AND ANALYSIS

Crash data from Jan 1, 2016 to Dec 31 was received from INDOT and analyzed for the specific location of the project. For this three-year period, the Index of Crash Frequency (ICF) Index of Crash Cost (ICC) were 0.78 and 0.32, respectively which are both low values. Only two crashes were reported within project limits for this time period. Both crashes were attributable to weather with, one crash caused by snow on the roadway causing the driver to lose control, the other crash was caused by a car driving off the road during flooding. Realignment of the roadway with improved horizontal and vertical geometry will ensure the road is comfortably within desirable INDOT design guidelines.

1.9 ALTERNATIVES AND RECOMMENDATIONS

In all Alternatives analyzed stream bank stabilization will be required and will be similar. Preliminary Geotechnical Recommendations are attached to this report. Alternative 1 includes maintaining existing SR 116 alignment and doing stream bank stabilization. Alternatives 2, 3, and 4 consist of horizontal re-alignment of SR 116 at different offsets from the existing centerline such that the roadway would be protected from future stream bank migration. Alternatives 2, 3, and 4 have similar project begin and end locations as shown in the Appendix D. Descriptions of each alternative is listed below.

Alternative 1: (Maintain Existing Alignment) This option will maintain the existing alignment. Per geotechnical recommendations, excavation of the sliding embankment and application of bank stabilization will be required in order to protect the bank from sliding further. The bank stabilization will require soil excavation replaced with appropriately sized rip rap. It is assumed that the bank stabilization will result in the pavement being damaged for the northernmost lane. Consequently, full depth reconstruction of the north side lane will be needed over an area of approximately 622 SYS. Full depth construction for the north side lane is based upon an assumption that the construction activity will damage the pavement to the point it will require full depth replacement. Based upon the Geotechnical report this option is not a realistic solution. This alternative will not require additional right of way acquisition or utility relocations.

Alternative 2: (Minor Alignment Shift – 37') The alignment will need to be shifted 37' to the south of the existing alignment to protect the road from river bank migration and meets IDM 53-3 design criteria for the horizontal and vertical alignment. This alternative requires pavement reconstruction of approximately 1,900 LFT and approximately 7,600 SYS. Two right of way parcels, area totaling approximately 4 acres. Based upon the Geotechnical Report, this alternative is a realistic option. An underground telephone line and overhead electrical line will likely be impacted and need to be relocated. The bank stabilization will require soil excavation and replacement with appropriately sized rip rap.

Alternative 3: (Major Alignment shift – 75') The alignment will shift 75' south of the existing alignment while still meeting IDM 53-3 design criteria for the horizontal and vertical alignment. This alternative requires full depth pavement over a length of 1,900 LFT and an area of 7,600 SYS. Approximately 5 acres of right of way will be required over two parcels. Based upon the Geotechnical Report, this alternative is a realistic option. An underground telephone line and overhead electrical line will likely be impacted and need to be relocated. The bank stabilization will require soil excavation and replacement with appropriately sized rip rap.

Alternative 4: (Shift Alignment by Single Lane Width – 12') The alignment will shift 12' south of the existing alignment and will still meet IDM 53-3 design criteria. This alternative requires full depth pavement over a length of 1,604 ft and area of 6,416 SYS. Approximately 3.5 acres of right of way will be required over two parcels. The bank stabilization will require soil excavation and replacement with appropriately sized rip rap. Based upon the Geotechnical Report, this alternative is a realistic option. An underground telephone line and overhead electrical line will likely be impacted and need to be relocated.

1.10 DETAILS OF PREFERRED ALTERNATIVE

Alternative 3, is the preferred alternative. Alternative 1 has the least cost but was not chosen due to the proximity to the Wabash River and concern about future stream bed migration. Of the three alternatives that include the re-alignment of SR 116 Alternative 3 is chosen for reasons below:

- Additional width from existing SR 116 and Wabash River provide more protection from future erosion of stream bank.

- Cost including Right of Way, Utility Relocations, Pavement, and Earthwork is similar to other alternatives while delivering greater protection from the river.
- Alternative 3 can be constructed largely off line to provide less MOT as compared to Alternative 1, 2, and 4 which will involve greater traffic disturbance.
- Alternative 2 requires significantly more earthwork than alternative 3 due to overlapping existing side ditching.

1.11 MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Alternatives 2 and 4 will require a full closure or detour of SR 116. The likely detour route will be about 7.5 miles long using SR 301, SR 124, and SR 201.

In contrast, alternative 1 will only require a single lane closure and, Alternative 3 can be constructed off line and will not require a detour.

Alternative 1: Traffic will be affected by placing machinery within the clear zone while performing slope and bank stabilization. The edge of the slide is approximately 19' from the edge of existing pavement. Construction will require a flagger with a lane closure.

Alternative 2, Construction will require excavation of current roadway to construct ditching and road grading for proposed roadway requiring a detour.

Alternative 3, Construction can occur off line and tie into the existing alignment while constructing a temporary tie in to avoid the need for a detour. Stream bank stabilization can occur after the traffic has been switched over to the new alignment.

Alternative 4, Construction will require excavation of current roadway to construct ditching and road grading for proposed roadway requiring a detour.

1.12 COST ESTIMATE

The table below summarizes the expected costs of the four alternatives. Cost breakdowns are explained in Appendix F and consist of the major pay items including excavation and full depth pavement. Other pay items have been accounted for in the 30% contingency. Cost of right of way is assumed to be \$5,000 per acre and Utility costs are estimated based on previous experience. Right-of-way and utility costs are similar for 2-4 alternatives. Each alternative includes a similar cost for the geotechnical stream bank stabilization.

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Construction Cost (CN)	\$490,000	\$1,745,000	\$1,715,000	\$1,521,000
Right-of-Way (RW)	--	\$24,000	\$26,000	\$21,000
Utility (UT)	--	\$140,000	\$140,000	\$120,000
Total Project Cost	\$490,000	\$1,909,000	\$1,881,000	\$1,662,000

1.13 ENVIRONMENTAL ISSUES

A Historic Properties Report, Red Flag investigation, Wetland, Waterways, and Categorical Exclusion (CE) NEPA Document will be prepared. Bank stabilization work will require in depth coordination with the Indiana Department of Natural Resources (IDNR), US Army Corps of Engineers (USACE) and the Indiana Department of Environmental Management (IDEM) coordination. It is likely a Construction in a Floodway (CIF) permit and an Individual Section 404/401 Permit will be required.

Red Flag Investigation

The following Infrastructure concerns have been identified.

- One State Park is within the 0.5 miles of the study area but not within the project limits. Coordination with IDNR Division of Outdoor Recreation will occur.

The following water resource concern has been identified. One impaired stream (Wabash River) lies within the study area.

The presence of the following water resources within the project area will require the preparation of a Waters of the U.S. Report and coordination with INDOT ES Ecology and Waterway Permitting.

- The Wabash River and Associated Floodplain

Early coordination will be initiated with the USFWS and IDNR DFW requesting comments on potential ecological impacts. Any comments received will be incorporated into the environmental document.

This project will likely qualify for the Indiana Bat and Northern Long eared Bat Range-Wide Programmatic Informal Consultation and this process will need to be followed.

Coordination with INDOT ES Cultural Resources will occur.

1.14 RIGHT-OF-WAY IMPACT

Right of way impacts are varied for each of the four alternatives. This being a rural farm land area there are only two property owners to consider through the limits of the project. Impacts per alternative are explained below.

Alternative 1: Maintains the existing roadway will not require additional right-of-way.

Alternative 2: Impact two right-of-way parcels of an area of 4.29 acres. Approximately 0.40 acres and 3.89 acres will be impacted in Parcel 1 and Parcel 2, respectively.

Alternative 3: Impact two right-of-way parcels of an area of 4.58 acres. Approximately 0.39 and 4.19 acres will be impacted in Parcel 1 and Parcel 2, respectively.

Alternative 4: Impact two right-of-way parcels of an area of 3.55 acres. Approximately 0.32 acres and 3.23 acres will be impacted in Parcel 1 and Parcel 2, respectively.

1.15 RAILROAD IMPACT

No Railroads within the project area.

1.16 UTILITY IMPACTS

There are two utility facilities in the project area that are likely to be impacted by the construction. There is an overhead electric line that is parallel to SR 116 on the south side approximately 30' from the center line with guy poles offset 16' north of SR 116. There is an underground telephone line running along the north side of SR 116 offset approximately 20' from the centerline of SR 116. Both utilities appear to be within apparent INDOT right of way and are likely not reimbursable. Due to the horizontal curves failing to meet minimum design criteria in their existing condition and reconstructing both horizontal curves for the build alternatives, alternatives 2, 3, and 4 have similar begin and end construction limits. With similar construction limits and similar ditch depths, the impact to utilities is expected to be similar in all the alignment shift alternatives.

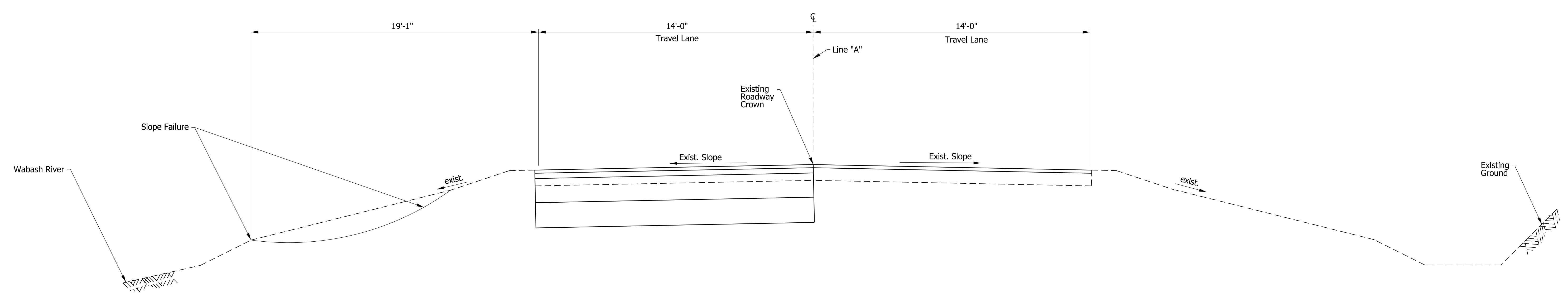
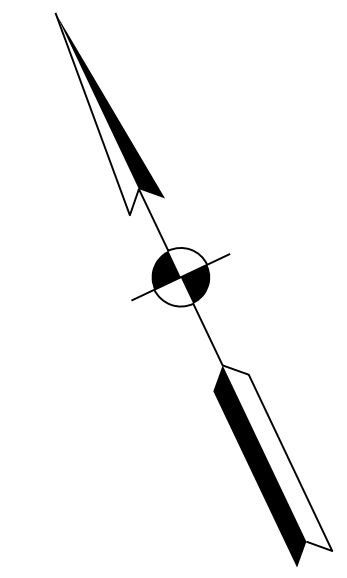
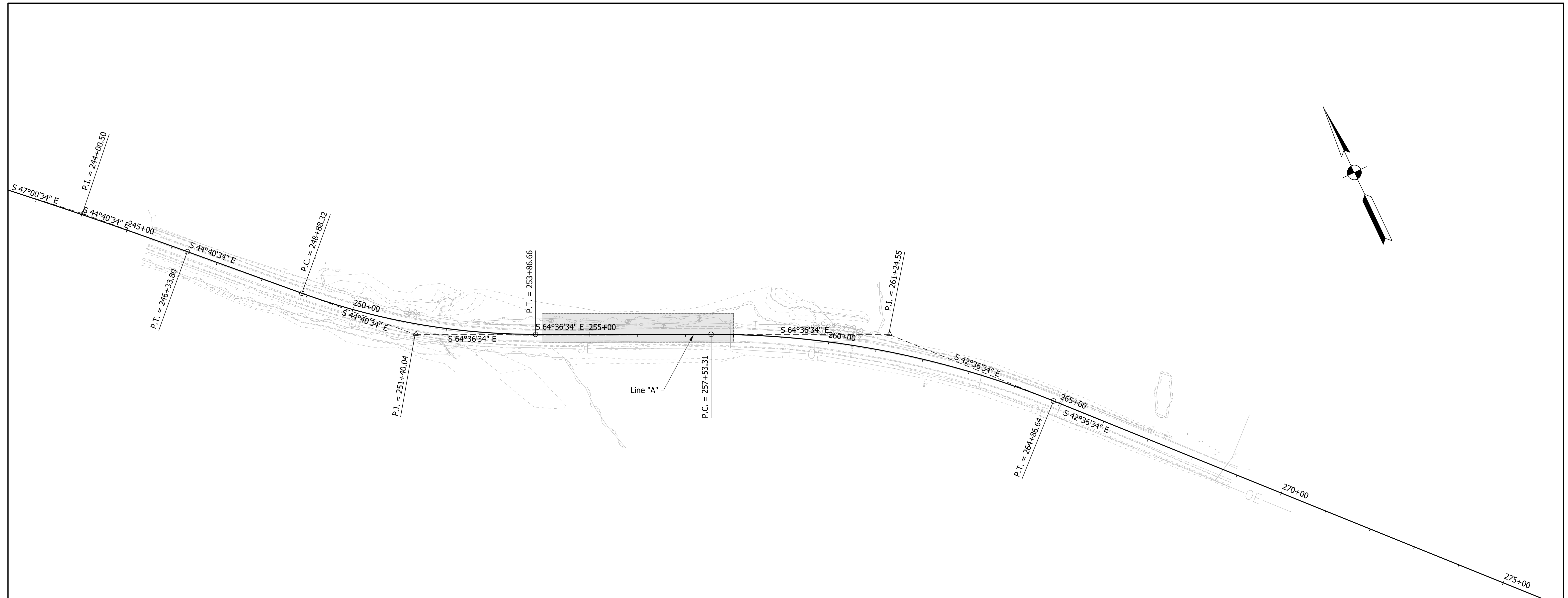
Alternative 1: Will not require utility relocations.

Alternative 2: Will require utility relocations. Approximately 1100' of buried telephone line north of the proposed alignment will need to be relocated, as well as 2130' of overhead electric with the assumption of 11 poles.

Alternative 3: Will require utility relocations. Approximately 1100' of buried telephone line north of the proposed alignment will need to be relocated, as well as 2130' of overhead electric with the assumption of 11 poles.

Alternative 4: Will require utility relocations. Approximately 1100' of buried telephone line north of the proposed alignment will need to be relocated, as well as 2130' of overhead electric with the assumption of 11 poles.

Appendix D. Alternative Layouts



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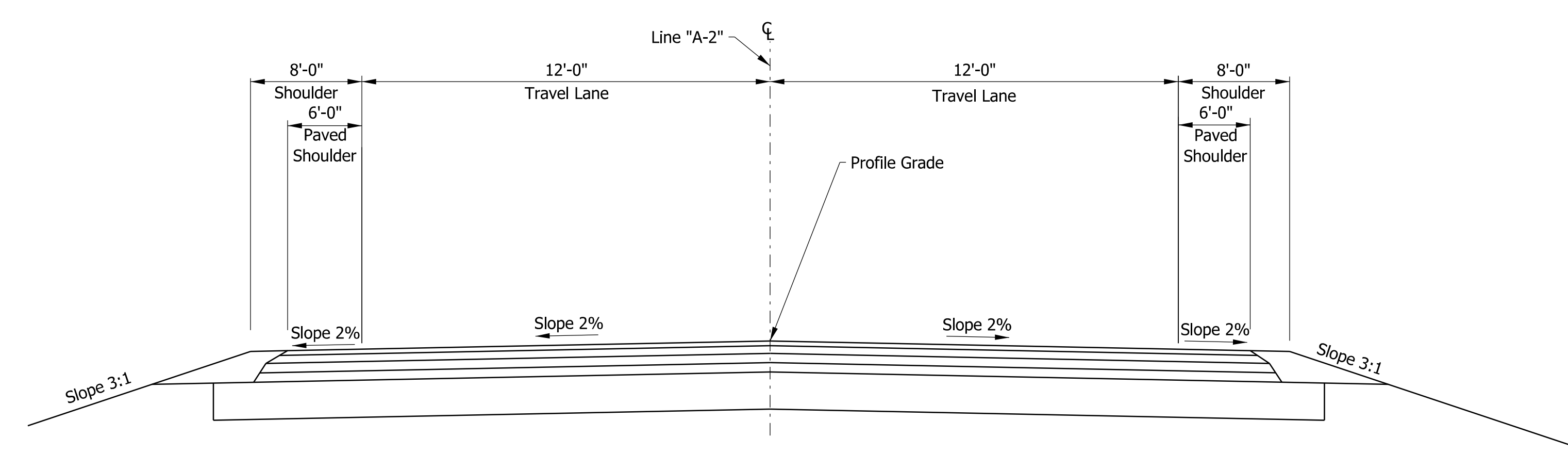
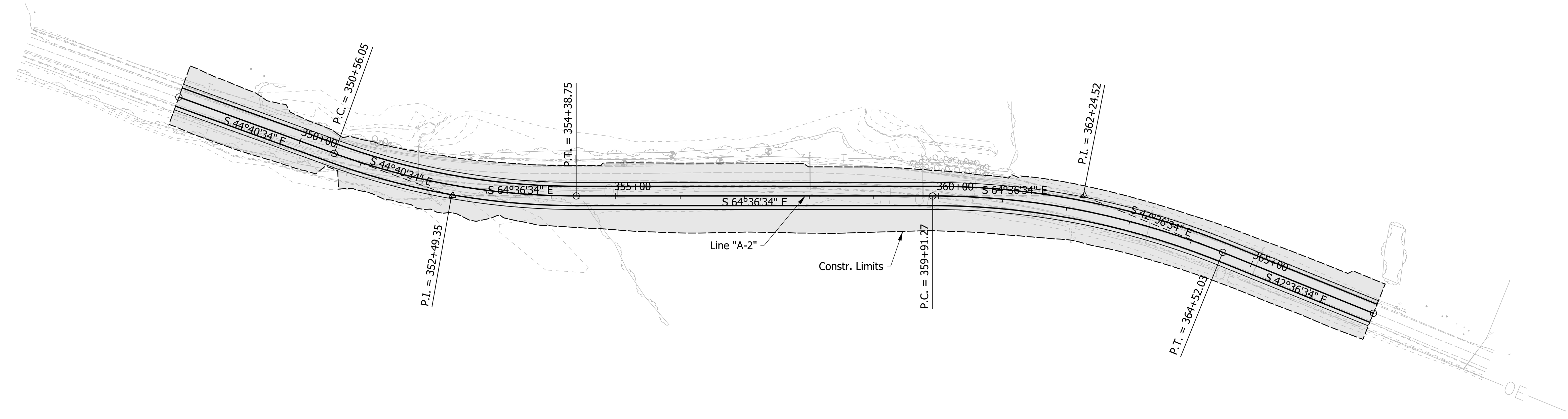
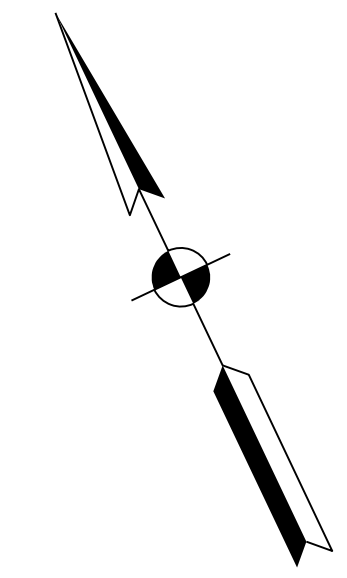
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INDIANA
 DEPARTMENT OF TRANSPORTATION

 PLAN AND TYPICAL SECTION
 ALTERNATIVE 1

HORIZONTAL SCALE 1"=100'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800222
SURVEY BOOK N/A	SHEETS of
CONTRACT R-xxxxx	PROJECT 1800222



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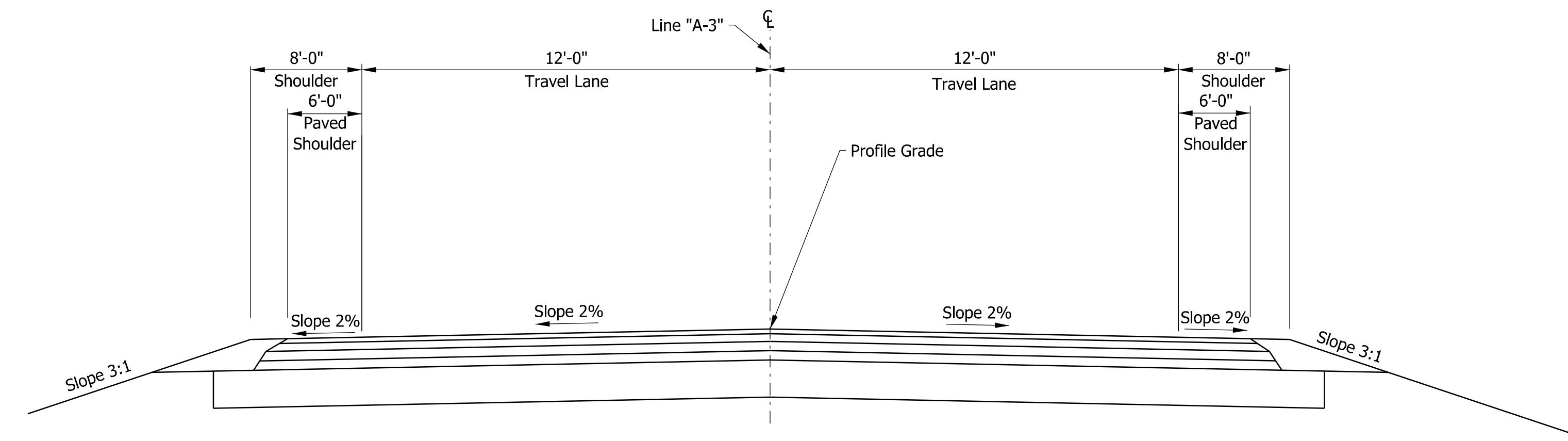
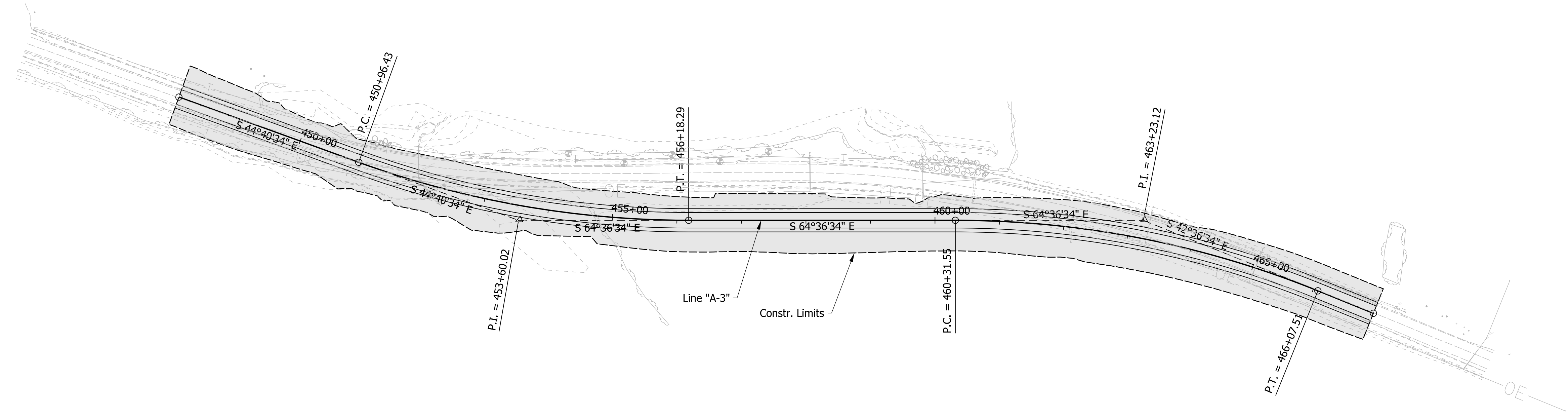
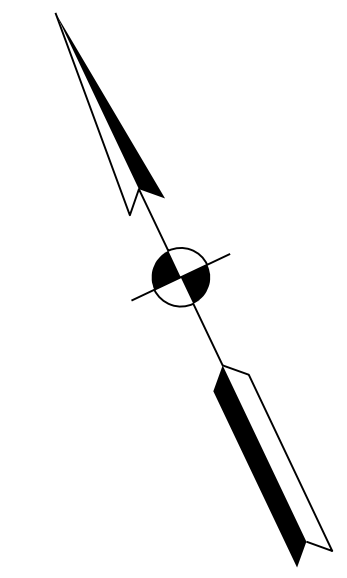
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INDIANA
 DEPARTMENT OF TRANSPORTATION

**PLAN AND TYPICAL SECTION
 ALTERNATIVE 2**

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VERTICAL SCALE	DESIGNATION
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N/A	of
CONTRACT	PROJECT
R-41553	1800222



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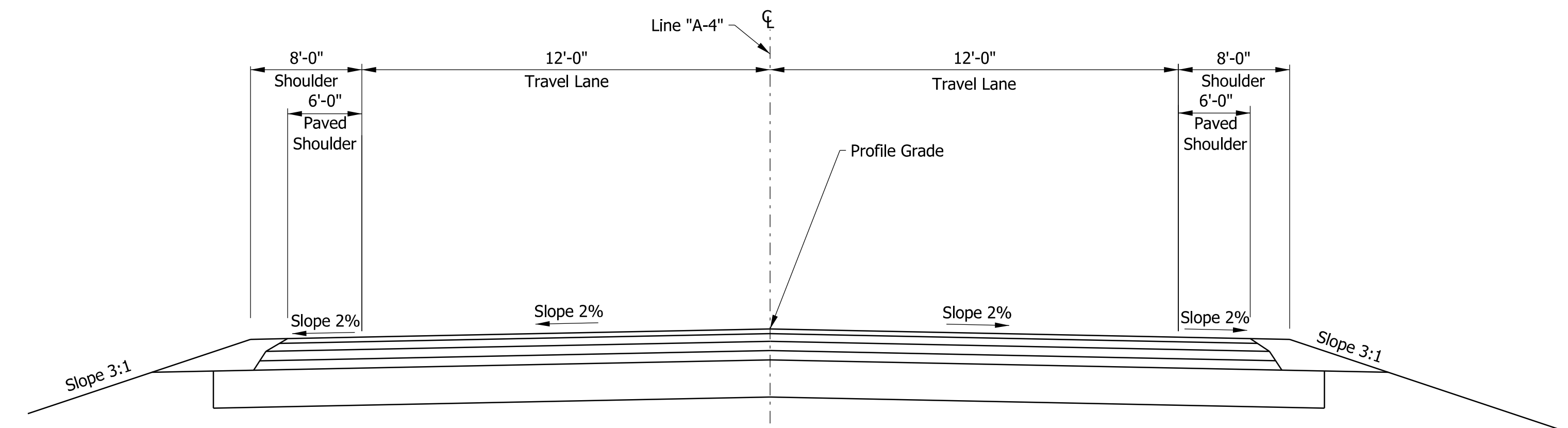
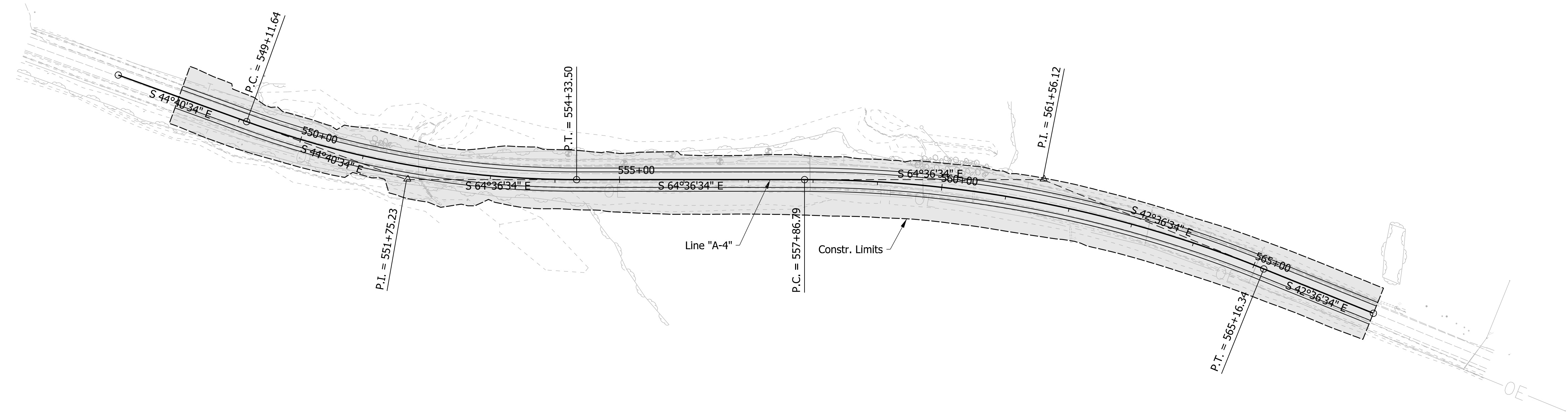
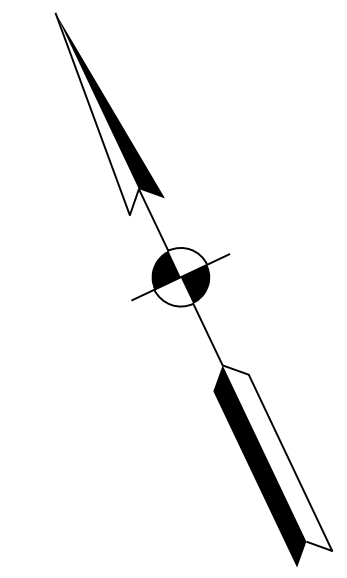
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INDIANA
 DEPARTMENT OF TRANSPORTATION

 PLAN AND TYPICAL SECTION
 ALTERNATIVE 3

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
N/A	of
CONTRACT	PROJECT
R-41553	1800222



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INDIANA
 DEPARTMENT OF TRANSPORTATION

 PLAN AND TYPICAL SECTION
 ALTERNATIVE 4

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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N/A	of
CONTRACT	PROJECT
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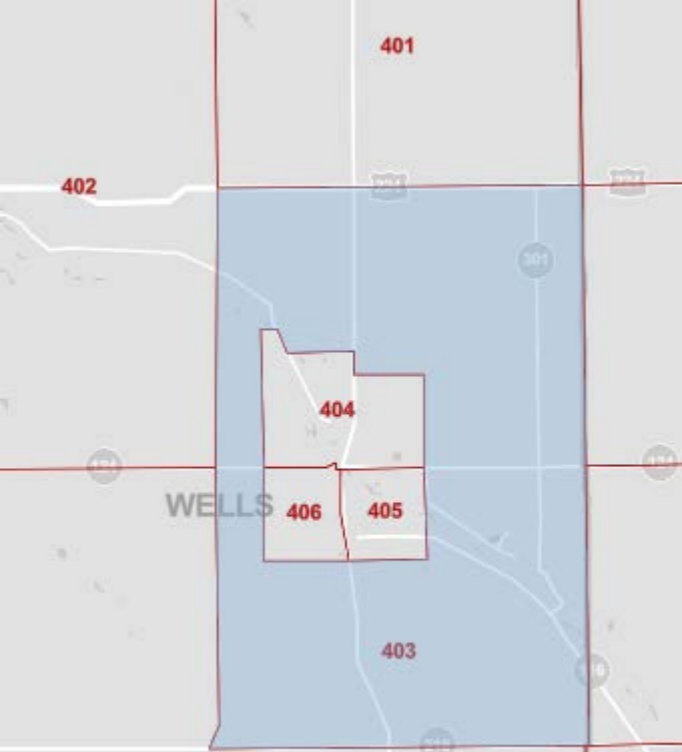
Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated December 2019)

ProjectNumber	SubProjectCode	County	Property
1800008	1800008	Wells	Ouabache State Park
1800095	1800095	Wells	Wells County Community Swimming Pool
1800159	1800159	Wells	Roush Park
1800164	1800164	Wells	Ouabache State Park
1800171	1800171I	Wells	Oubache State Park
1800182	1800182	Wells	Ouabache State Park
1800300	1800300	Wells	Ouabache State Park
1800312	1800312J	Wells	Ouabache State Park
1800363	1800363U	Wells	Ouabache State Park
1800579	1800579	Wells	ARCHBOLD WILSON MEMORIAL PARK
1800588	1800588	Wells	Roush Park

Please note, some of the property names are cut off on the ends due to character limits

Also, park names may have changed and is not reflected on the list.

*Various - this may include multiple sites in multiple counties and should always be included in your searches by county.



HISPANIC OR LATINO ORIGIN BY RACE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Harrison township, Wells County, Indiana		Census Tract 403, Wells County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	8,590	±22	4,216	±231
▼ Not Hispanic or Latino:	8,248	±155	4,070	±252
White alone	7,937	±191	3,928	±249
Black or African American alone	154	±112	103	±120
American Indian and Alaska Native alone	0	±16	0	±11
Asian alone	21	±30	33	±38
Native Hawaiian and Other Pacific Islander alone	0	±16	0	±11
Some other race alone	0	±16	0	±11
▼ Two or more races:	136	±91	6	±12
Two races including Some other race	0	±16	0	±11
Two races excluding Some other race, and three or more races	136	±91	6	±12
▼ Hispanic or Latino:	342	±154	146	±87
White alone	237	±139	63	±56
Black or African American alone	0	±16	0	±11
American Indian and Alaska Native alone	0	±16	0	±11
Asian alone	0	±16	0	±11
Native Hawaiian and Other Pacific Islander alone	0	±16	0	±11
Some other race alone	56	±49	83	±72

Table Notes

HISPANIC OR LATINO ORIGIN BY RACE

Survey/Program:

American Community Survey

Universe:

Total population

Year:

2018

Estimates:

5-Year

Table ID:

B03002

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.



POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Harrison township, Wells County, Indiana		Census Tract 403, Wells County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	8,396	±86	4,215	±231
▼ Income in the past 12 months below poverty level:	937	±304	178	±106
▼ Male:	399	±145	78	±50
Under 5 years	24	±23	8	±11
5 years	0	±16	0	±11
6 to 11 years	95	±61	14	±22
12 to 14 years	57	±47	8	±12
15 years	8	±12	0	±11
16 and 17 years	24	±32	5	±9
18 to 24 years	15	±18	0	±11
25 to 34 years	64	±49	8	±13
35 to 44 years	33	±26	10	±11
45 to 54 years	11	±15	7	±8
55 to 64 years	32	±33	8	±11
65 to 74 years	7	±11	10	±15
75 years and over	29	±26	0	±11
▼ Female:	538	±186	100	±68
Under 5 years	38	±32	16	±17

Table Notes

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Survey/Program:

American Community Survey

Universe:

Population for whom poverty status is determined

Year:

2018

Estimates:

5-Year

Table ID:

B17001

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

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An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

	COC	AC
SR 116 Curve Correction (Des # 1800222)	Harrison Township, Wells County, Indiana	Census Tract 403, Wells County, Indiana
LOW-INCOME		
Total Population for whom poverty status is determined (estimated)	8,396	4,215
Total Population Below Poverty Level (estimated)	937	178
Percent low-income	11.16%	4.22%
125 percent of COC	13.95%	AC < 125 % COC
Potential Low-income EJ Impact?		NO
MINORITY		
Total Population (all races)	8,590	4,216
White alone	7,937	3,928
Number Non-white/Minority (B03002)	653	288
Percent Non-White/Minority	7.60%	6.83%
125 percent of COC	9.50%	AC < 125 % COC
Potential Low-income EJ Impact?		No