

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

<b>Road No./County:</b>	State Road (SR) 58, Bartholomew County
<b>Designation Number(s):</b>	1600503
<b>Project Description/Termini:</b>	Bridge Replacement, SR 58 3.35 miles west of I-65 over E Fk White Creek

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

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

_____	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:**

\_\_\_\_\_

**Name and Organization of CE/EA Preparer:**

\_\_\_\_\_ Bryce Froderman, Strand Associates, Inc.

# Indiana Department of Transportation

County Bartholomew

Route SR 58

Des. No. 1600503

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

## Part I – Public Involvement

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

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

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

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

Notice of entry letters were mailed to potentially affected property owners near the project on October 15, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of entry letter is included in Appendix G, page G-1.

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

## Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: State Road 58

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

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

PURPOSE AND NEED:

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

Need: The need for this project is evidenced by the deterioration and structural deficiencies of the existing bridge built in 1928 and reconstructed in 1980. The January 7, 2020 Inspection Report noted the deck as rated 6 out of 10 (satisfactory condition, minor deterioration), wearing surface as rated 6 out of 10 (satisfactory condition, minor deterioration), superstructure as rated 6 out of 10 (satisfactory condition, minor deterioration), substructure as rated 5 out of 10 (fair condition, minor section loss), and the channel/channel protection as rated as 7 out of 10 (bank protection needs minor repairs).

Purpose: The purpose of the project is to sustain traffic flow and provide a hydraulically adequate structure with a minimum rating of at least 7 out of 10.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Bartholomew Municipality: N/A

Limits of Proposed Work: 395 feet south to 381 feet north of the centerline of Bridge

Total Work Length: 0.11 Mile(s) Total Work Area: 0.90 Acre(s)

Is an Interstate Access Document (IAD)1 required? If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes1 No X Date:

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

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

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**Location:** The project is located in Ohio Township in Bartholomew County, Indiana. The bridge is located on SR 58 over East Fork White Creek, approximately 3.35 miles west of I-65. See Appendix B for project location maps (pages B-1 through B-3) and site photographs (pages B-4 through B-6).

**Existing Conditions:** The existing structure, Bridge 058-03-05885C, is a two-span reinforced concrete girder structure with a total length of 80 feet and spans measuring 38 feet each with a clear roadway width of 28.7 feet. The deck of the structure has an area along the west curb at the south end of the bridge that is cracked and spalling. There is a transverse crack in the wearing surface at pier 2 and patched areas near the center of the bridge. The superstructure has exposed steel along beam 6 of span B and cracking in beam 7 of span B. There is cracking, heavy scaling, and exposed rebar on the pier and abutments of the structure. The roadway is a Major Collector. The roadway consists of two 11-foot travel lanes with 3-foot shoulders on both sides of the roadway. The posted speed along the roadway is 45 miles-per-hour (mph). There is a field access drive approximately 150 feet south of the bridge and a grocery store with a commercial access drive approximately 325 feet north of the bridge. There is no documentation of ROW within the project area. The project area is surrounded predominantly by agricultural fields with riparian forest adjacent to the waterway on the upstream and downstream sides of the bridge structure.

**Preferred Alternative:** The preferred alternative includes the replacement of the existing bridge with a three-span continuous composite prestressed concrete box beam bridge, installation of new guardrail, installation of revetment riprap, and raising the profile of the existing roadway on both sides of the bridge structure. The new bridge will consist of spans measuring 37-feet, 46-feet, and 37-feet respectively with a clear roadway width of 31-feet, 4-inches. The bridge will consist of two 11-foot travel lanes with 5-foot shoulders on both sides of the roadway.

The Maintenance of Traffic (MOT) plan for this project is to implement a full road closure with a detour. See the MOT section of this document for additional information.

The preferred alternative will meet the purpose and need outlined in the above section. The preferred alternative will provide a new structure for the crossing with an excellent condition rating. The anticipated construction timeline is Spring 2024 through Fall 2024.

**Logical Termini/Independent Utility:** The project termini will extend from 395 feet south of the center of the bridge structure to 381 feet north of the center of the bridge structure. The project will operate sufficiently without any other improvements to the surrounding area or roadway.

**OTHER ALTERNATIVES CONSIDERED:**

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

**No-Build Alternative:** Under the No-Build alternative, no improvements to the existing structure would occur and the structural condition of the bridge would continue to deteriorate. The No-Build alternative was discarded because it would not address the purpose or meet the need of this project.

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

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

Version: December 2021



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### ROADWAY CHARACTER:

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

Name of Roadway State Road 58  
 Functional Classification: Major Collector  
 Current ADT: 2,140 VPD (2020) Design Year ADT: 2,140 VPD (2042)  
 Design Hour Volume (DHV): 189 Truck Percentage (%) 3.84  
 Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Non-Freeway	Non-Freeway
Pavement Width:	11 ft.	11 ft.
Shoulder Width:	3 ft.	5 ft.
Median Width:	0 ft.	0 ft.
Sidewalk Width:	0 ft.	0 ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): Existing: 058-03-05885C/21130 Sufficiency Rating: 61.3, Bridge Inspection Report  
 Proposed: 058-03-10186/21130  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Concrete Girder	Continuous Composite Prestressed Concrete Box Beam
Number of Spans:	2	3
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	28.70 ft.	31.33 ft.
Outside to Outside Width:	30.70 ft.	34 ft.
Shoulder Width:	3 ft.	5 ft.

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

The project will involve the replacement of the existing bridge. It is a two-span concrete girder structure with spans of 38 feet each and a clear roadway width of 28.7 feet. This structure, originally constructed in 1928, was not included in the most recent listing of historic bridges either eligible for or listed in the National Register of Historic Places (NRHP) as the age of the bridge was based on the rehabilitation that occurred to the bridge in 1980. The Advisory Council on Historic Preservation (ACHP) issued *Program Comment for Common Post-1945 Concrete and Steel Bridges*, relieving federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945 or rehabilitated in the case of the existing structure. No other bridges or small structures are located within the project area.

There are two culverts located along the west side of SR 58 within the project area. No impacts are anticipated to occur to the 155-foot, 24-inch high-density polyethylene (HDPE) culvert located in the northwest corner of the project area (Appendix B, page B-11). The 50-foot, 36-inch, corrugated metal pipe culvert located under the access drive southwest of the bridge structure will be replaced in a similar location to the existing culvert (Appendix B, page B-11). Neither of the culverts have structure numbers associated with them or are constructed of materials classified as historic.

### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a full road closure with a detour using I-65, SR 11, and SR 258. The total length of the detour will be approximately 42 miles.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 150,000 (2018) Right-of-Way: \$ 85,000 (2021) Construction: \$ 3,665,384 (2022)

Anticipated Start Date of Construction: March 2022

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**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.030	
Commercial	0.007	0.005
Agricultural	0.114	0.021
Forest	0.360	
Wetlands	0.018	
Other:	0.366	
Other:		
<b>TOTAL</b>	<b>0.895</b>	<b>0.026</b>

*Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.*

There is no existing ROW along SR 58 for the entire length of the proposed project area.

The project requires approximately 0.895 acre of new permanent ROW to the east and west of the project area for the entire length of the project. The project also requires approximately 0.026 acre of temporary ROW. Approximately 0.41 acre is under pavement and reacquisition of apparent ROW. The properties on either side of the roadway consist of residential yards, agricultural fields, and riparian wooded areas along the waterway with some driveway entrances and are residentially owned. The new permanent ROW varies from 30 feet from the centerline of SR 58 at the south project termini to 50 feet from the centerline of SR 58 adjacent to the bridge structure to 20 feet from the centerline of SR 58 at the north project termini.

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

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

#### SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on December 30, 2019 (Appendix C).

Agency	Date Response Received	Location in Appendix C
U.S. Fish and Wildlife Service	October 27, 2021	C-22
Natural Resources Conservation Service	January 10, 2020	C-3, C-4
Indiana Geological Survey	December 30, 2019	C-17 through C-19
IDNR Division of Fish and Wildlife	January 29, 2020	C-5 through C-9
IDEM Automated Response	December 30, 2019	C-10 through C-16
IDEM Groundwater Section Self-Service	December 30, 2019	N/A
Army Corps of Engineers, Louisville District	No Response	N/A
U.S. Eighth Coast Guard District	January 30, 2020	C-20
FHWA, Environmental Specialist	December 30, 2019	No Response
INDOT, Public Hearings Manager	December 30, 2019	No Response
U.S. Department of Housing and Urban Development	December 30, 2019	No Response
National Park Service	December 30, 2019	No Response
INDOT, Central Office, Environmental Policy Manager	December 30, 2019	No Response
INDOT, Seymour District, Environmental Section Manager	December 30, 2019	No Response
INDOT, Seymour District, Project Manager	December 30, 2019	No Response
Bartholomew County Floodplain Administrator	December 30, 2019	No Response
INDOT Ecology and Waterway Permitting	December 30, 2019	No Response
Meyer's Grocery Property Owner	December 30, 2019	No Response
Bartholomew County School Corporation	December 30, 2019	No Response
Southwest Bartholomew Volunteer Fire Department	December 30, 2019	No Response

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

#### SECTION B – ECOLOGICAL RESOURCES:

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

Total stream(s) in project area: 61 Linear feet      Total impacted stream(s): 22 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
East Fork White Creek	Perennial	61	22	The stream flows from east to west and is considered a jurisdictional "Waters of the U.S." subject to Federal regulation under the Clean Water Act (CWA).

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the water resources map in the RFI report (Appendix E, page E-8), there are 3 streams located within the 0.5 mile search radius. During the site visit on November 26, 2019 by Strand Associates Inc., it was confirmed that one stream is within or adjacent to the project area. There is one streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area.

The nearest stream, East Fork White Creek, flows through the project area. East Fork White Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic, and Recreational River, an Outstanding River in Indiana, a navigable waterway, or on the National River Inventory. No permanent impacts are anticipated for East Fork White Creek. Temporary impacts to East Fork White Creek may include 22 linear feet that are within the construction limits. Total impacts to the stream, including both permanent and temporary impacts, are 22 linear feet within the construction limits. The area will be restored to its pre-construction state upon completion of construction. Mitigation is not anticipated, but will be determined during permitting.

A Waters of the U.S. Determination Report was INDOT Ecology and Waterway Permitting approved on March 3, 2020. Please refer to Appendix F, page F-1 for the Waters of the U.S. Determination Report. It was determined that one named, perennial stream, East Fork White Creek, flows through the project area and is considered a jurisdictional "Waters of the U.S." subject to Federal regulation under the Clean Water Act (CWA). Four roadside ditches were identified on the east and west sides of the roadway north and south of the bridge structure. No ordinary high water mark (OHWM) was observed for any of the ditches. Therefore, the ditches are considered non-jurisdictional. The United States Army Corp of Engineers (USACE) makes all final determinations regarding jurisdiction.

IDEM and IDNR responded on December 30, 2019 and January 29, 2020 respectively with recommendations to avoid or minimize impacts to East Fork White Creek (Appendix C, pages C-10 through C-16 and pages C-5 through C-9). All applicable recommendations are included in the Environmental Commitments section of this document.

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the water resources map in the RFI report (Appendix E, page E-8), there are 4 lakes located within the 0.5 mile search radius. During the site visit on November 26, 2019 by Strand Associates Inc., it was confirmed that no lakes are within or adjacent to the project area. There are no open waters present within the project area, therefore, no impacts are expected.

A Waters of the U.S. Determination Report was INDOT Ecology and Waterway Permitting office approved on March 3, 2020. Please refer to Appendix F, page F-1 for the Waters of the U.S. Determination Report. It was determined that no open water features were within or adjacent to the project area.

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

Total wetland area: 0.02 Acre(s) Total wetland area impacted: 0.018 Acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
A	Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A)	0.009	0.007	Located northwest of bridge structure within drainage ditch, southwest of Culvert 1 as shown in Exh. 4 of the Waters of the U.S. Determination Report (Appendix F, page F-16). The wetland is considered a jurisdictional "Waters of the U.S." subject to Federal regulation under the Clean Water Act (CWA).
B	Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A)	0.011	0.011	Located northwest of bridge structure within drainage ditch, northeast of Culvert 1 as shown in Exh. 4 of the Waters of the U.S. Determination Report (Appendix F, page F-16). The wetland is considered a jurisdictional "Waters of the U.S." subject to Federal regulation under the Clean Water Act (CWA).

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

**Documentation**

X

**ESD Approval Dates**

<b>March 3, 2020</b>

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

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

X

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

Based on a desktop review, the aerial map of the project area (Appendix B, page B-2), and the water resources map in the RFI report (Appendix E, page E-8), there are 11 wetlands located within the 0.5 mile search radius. During the site visit on October 12, 2019 by Metric Environmental, LLC, it was confirmed that two wetlands were present within or adjacent to the project area.

A total of 0.018 acre of permanent impacts within the project area are anticipated. The design of the project will take into account the location, quality, and ecological role of this resources and should, to the greatest degree possible, avoid and minimize impacts to the resource. Given the proposed project location, construction for the project would not be possible without wetland impacts. No temporary impacts to this wetland are anticipated. Mitigation is not anticipated, but will be determined during permitting.

The construction associated with the project will be limited to regrading the roadside ditches along SR 58 and replacing the existing bridge structure and all contaminants related to construction will be contained within the construction limits of the project. Therefore, no direct or indirect impacts are anticipated to other wetlands.

A Waters of the U.S. Determination Report was INDOT Ecology and Waterway Permitting office approved on March 3, 2020. Please refer to Appendix F, page F-1 for the Waters of the U.S. Determination Report. It was determined that two wetlands (described above) were identified within the project area. The wetland resources were identified as a jurisdictional "Waters of the U.S." subject to Federal regulation under the CWA. The USACE makes all final determinations regarding jurisdiction.

IDEM responded on December 30, 2019 with recommendations to avoid or minimize impacts to wetlands Appendix C, pages C-10 through C-16). Recommendations from IDEM include guidelines for managing a variety of contaminants/resources if found to occur within the project area. All applicable recommendations are included in the Environmental Commitments section of this document.

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**Terrestrial Habitat**

**Presence**

**Impacts**

Yes

NO

Total terrestrial habitat in project area: 0.66 Acre(s)      Total tree clearing: 0.36 Acre(s)

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

Based on a desktop review, a site visit on November 26, 2019 by Strand Associates Inc., and the aerial map of the project area (Appendix B, page B-2), there are riparian wooded areas on both the east and west sides of the structure. Approximately 0.66 acre of terrestrial habitat is within the construction footprint and will be permanently impacted by the project by conversion to transportation use, which includes approximately 0.36 acre of tree removal. The vegetation impacted is limited to within the ROW and limited to construction disturbance for equipment access, replacement of the bridge, and installation of riprap.

IDNR responded on January 29, 2020 with recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources (Appendix C, pages C-5 through C-9). Recommendations from IDNR include construction measures to minimize impacts to the vegetation in and around the stream channel including revegetation, riprap placement, tree removal, etc. All applicable recommendations are included in the Environmental Commitments section of this document.

**Protected Species**

**Federally Listed Bats**

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

Yes

No

Determination Received for Listed Bats from USFWS:      NE       NLAA       LAA

**Other Species not included in IPaC**

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

Yes

No

**Migratory Birds**

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

Yes

No

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

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Based on a desktop review and the RFI report (Appendix E, page E-1), the IDNR Bartholomew County Endangered, Threatened, and Rare (ETR) Species List has been checked and is included in Appendix E, pages E-10 through E-11. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR, Division of Fish and Wildlife (DFW) early coordination response, dated January 29, 2020, (Appendix C, pages C-5 through C-9), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare, have been reported to occur in the vicinity of the project area.

**Indiana Bat and Northern Long-Eared Bat**

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-34). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and United States Fish and Wildlife Service (USFWS). A bridge inspection occurred on October 11, 2021 and bats, nests, or signs of bats were found on the structure (Appendix C, page C-21). An effect determination key was completed on October 20, 2021, and based on the responses provided, the project was found to "may affect - not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page C-38). INDOT reviewed and verified the effect finding on October 27, 2021 and requested USFWS's review of the finding (Appendix C, pages C-22). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and minimization measures (AMMs) for the project include methods to redirect the use of temporary lighting, minimize the tree removal required for the project, and restrict the tree removal to certain times of the year to reduce potential impacts to bats. AMMs are included as firm commitments in the Environmental Commitments section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

**Geological and Mineral Resources**

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

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

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

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

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page B-3) and the RFI report (Appendix E, page E-8) there are no karst features identified within the project area. In the early coordination response on December 30, 2019, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features may exist in the project area (Appendix C, page C-17). IGWS did indicate the project area had high liquefaction potential and was within a floodway. Response from IGWS was communicated with the designer on December 30, 2019. No impacts are expected.



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### SECTION C – OTHER RESOURCES

**Drinking Water Resources**

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

**Presence**


**Impacts**

Yes	No

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

Yes	No
	X

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

The project is located in Bartholomew County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA) Sole Source Aquifer MOU is not applicable to this project. No impacts are expected.

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 5, 2021 by Strand Associates, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 5, 2021 by Strand Associates, Inc. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT Municipal Separate Storm Sewer System (MS4) website (<https://entapps.indot.in.gov/MS4/>) by Strand Associates Inc. on November 5, 2021, and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

Based on a desktop review, a site visit on November 26, 2019 by Strand Associates Inc., and the aerial map of the project area (Appendix B, page B-2), no public water systems were identified. Therefore, no impacts are expected.

**Floodplains**

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

**Presence**

X
X
X
X

**Impacts**

Yes	No
X	
X	
X	
	X

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

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

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Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Strand Associates Inc. on December 30, 2019, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-48). An early coordination letter was sent on December 30, 2019 to the local Floodplain Administrator. The floodplain administrator did not respond to the early coordination letter. This project qualifies as a Category 4 impact to the floodplain per the INDOT CE Manual, which involves the replacement of the existing drainage structure on essentially the same alignment. No homes are located within the base floodplain within 1,000 feet upstream or 1,000 feet downstream of the structure. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	<u>130</u>		

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

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

Based on a desktop review, a site visit on November 26, 2019 by Strand Associates Inc., the aerial map of the project area (Appendix B, page B-1), the project will convert 0.77 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on December 30, 2019 to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 130 on the AD 1006 Form (Appendix C, page C-3 through C-4). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<u>Category(ies) and Type(s)</u>	<u>INDOT Approval Date(s)</u>	<u>N/A</u>
	<input type="text"/>	<input type="text"/>	<input checked="" type="checkbox"/>
<b>Full 106 Effect Finding</b>			
No Historic Properties Affected	<input type="checkbox"/>	No Adverse Effect	<input checked="" type="checkbox"/>
		Adverse Effect	<input type="checkbox"/>
<b>Eligible and/or Listed Resources Present</b>			
NRHP Building/Site/District(s)	<input checked="" type="checkbox"/>	Archaeology	<input type="checkbox"/>
		NRHP Bridge(s)	<input type="checkbox"/>

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**Documentation Prepared** (mark all that apply)

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

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

**ESD Approval Date(s)**

September 15, 2021
September 15, 2021
June 2, 2021
June 3, 2021

**SHPO Approval Date(s)**

September 22, 2021
September 22, 2021
July 1, 2021
July 1, 2021

**MOA Signature Dates** (List all signatories)

Memorandum of Agreement (MOA)

--

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

**Area of Potential Effect (APE):** The APE for the project consists of an irregularly shaped area with a width of approximately 0.13 mile at its widest point and approximately 0.09 mile south to 0.12 mile north of the bridge location. The APE was determined based on the surrounding landscape to the project area and the scope of the work associated with the project. The APE includes all the adjacent properties to the project area and those areas with a proximate viewshed of the project area. See Appendix D, page D-18 for a figure showing the approved APE.

**Coordination with Consulting Parties:** In addition to State Historic Preservation Officer (SHPO), who is an automatic consulting party, individuals from the following agencies and organizations were invited to participate in the Section 106 process as a consulting party and to aid in the identification of historic properties by letter dated July 24, 2020 (Appendix D, pages D-26 through D-28) :

Consulting Party	Response Date
<b>Indiana Landmarks (Central Regional Office)*</b>	August 10, 2020
Edward and Joyce Meyer, Historic property owners of 8031 S SR 58	No Response
<b>Delaware Tribe of Indians, Oklahoma*</b>	August 12, 2020
<b>Eastern Shawnee Tribe of Oklahoma*</b>	August 3, 2020
<b>Miami Tribe of Oklahoma*</b>	August 19, 2020
Bartholomew county Historian	No Response
Bartholomew County Historical Society	No Response
Bartholomew County Genealogical Society	No Response
Columbus Area Metropolitan Planning Organization	No Response
Bartholomew County Commissioners	No Response
Bartholomew County Highway Superintendent	No Response
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	No Response
Shawnee Tribe	No Response
Delaware Nation of Oklahoma	No Response

\*Parties who accepted the request to participate as a consulting party for the project

The above listed parties were provided with an Early Coordination letter and directions to access the project documents on INDOT's online document portal (INSCOPE). Each organization's response to the invitation is indicated above.

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**Archaeology:** A Phase Ia Survey Report was completed by SJCA Inc. on June 3, 2021 and approved by INDOT on June 3, 2021. The report was then submitted to SHPO on June 3, 2021. SHPO approved the report on July 1, 2021. The Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned. The Miami Tribe of Oklahoma requests immediate consultation with the entity of jurisdiction for the location of discovery 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 the project. The Eastern Shawnee Tribe of Oklahoma requests immediate consultation with the entity of jurisdiction for the location of discovery if any archaeological site or object(s) within 24 hours and that all ground disturbing activity halt until the Tribe and state agencies are consulted. See Appendix D, pages D-47 and D-48 for a summary of the Archaeology Report.

**Historic Properties:** Pursuant to 36 CFR 800.4(b), a Historic Properties Report was completed by SJCA Inc in June 2021. The report was approved by INDOT on June 2, 2021. The report was then submitted to SHPO for review on June 3, 2021 and approved on July 1, 2021. The report identified two properties that were more than fifty years of age within the APE. One of the properties, Taylor Farm, is located at the north end of the APE and consists of a residential house with multiple barn structures. Due to significant structural modifications to the structures on the property, Taylor Farm is not recommended for inclusion in the National Register of Historic Places (NRHP). The other property, Red Men Lodge Number 524, is also located at the north end of the APE and consists of a 2-part commercial block structure built in 1923. The building is associated with the local community and served as the meeting place for the Improved Order of Red Men society. The building is listed in the IHSSI as Red Men Lodge Number 524 for its involvement with the Improved Order of Red Men Society fraternal organization on the second floor while also operating as a rural grocery store on the first floor during the same period. The building still operates as a grocery store, but no longer serves as a meeting place for the Improved Order of Red Men Society. No properties within the APE are currently on the NRHP. The Red Men Lodge Number 524 is eligible for inclusion in the NRHP. No portion of the APE is recommended as eligible for the NRHP as a historic district. The SHPO noted they did not think the project would adversely affect the Red Men Lodge Number 524. See Appendix D, pages D-45 and D-46 for a summary of the Historic Properties Report.

**Documentation Findings:** The 800.11(c) finding of effect documents were signed by INDOT on September 15, 2021. The 800.11(c) documents resulted in a finding of "No Adverse Effect". SHPO concurred with INDOT's "No Adverse Effect" finding in a letter dated September 22, 2021. See Appendix D, pages D-9 through D-15 for additional information.

**Public Involvement:** The consulting parties were sent a Consulting Party letter with the 800.11 finding of effect on September 15, 2021, which can be found in Appendix D, pages D-5 through D-7. In addition, a Public Notice was published in, *The Republic*, on September 20, 2021 (Appendix D, pages D-57 through and D-60). The 30-day period for comments ended on October 20, 2021. There were no comments submitted within that time period.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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### Evaluations Prepared

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

X

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

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

Based on a desktop review, a site visit on November 26, 2019 by Strand Associates Inc., the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-2) there are no 4(f) resources located within the 0.5 mile search radius. According to additional research through the Section 106 process, and a site visit on May 24, 2020 by SJCA Inc., there is one 4(f) resource located within or adjacent to the project area. Red Men Lodge Number 524 is also located at the north end of the project as discussed in Section D above. The building is eligible for inclusion in the NRHP, making it eligible for protection under Section 4(f). The project will consist of roadway and shoulder improvements adjacent to the property, requiring the acquisition of permanent right-of-way, and will convert a portion of the property to transportation use. Based on the determinations made from the Section 106 process, the project will be issued a "de minimis" finding by FHWA. All documents associated with the 4(f) resource are included in Appendix D.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**




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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 5 properties in Bartholomew County (Appendix I, page I-1 and I-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

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

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

Location in STIP: Page 9 of 240

Name of MPO (if applicable): \_\_\_\_\_

Location in TIP (if applicable): \_\_\_\_\_

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page H-1).

This project is located in Bartholomew County, which is currently in attainment for all criteria pollutants according to IDEM Nonattainment Status for Indiana Counties. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

### SECTION G - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Noise Analysis was approved/technically sufficient by INDOT ESD: \_\_\_\_\_

*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

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## SECTION H – COMMUNITY IMPACTS

### Regional, Community & Neighborhood Factors

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

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

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

Temporary disruption of emergency services and school bus routes will occur as the proposed project will require a full road closure during the duration of the project.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. Access to all properties will be maintained during construction. Delays may occur during construction but will cease with project completion.

There are no pedestrian facilities, existing or proposed, associated with the project; therefore, the project is in compliance with the August 2016 *Bartholomew County, Indiana Americans with Disabilities Act Self-Evaluation and Transition Plan*.

### Public Facilities and Services

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

Based on a desktop review, a site visit on November 26, 2019 by Strand Associates Inc., the aerial map of the project area (Appendix B, page B-2), and the RFI report (Appendix E, page E-7) there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

An early coordination letter was sent to Bartholomew County School Corporation and Southwest Bartholomew Volunteer Fire Department on December 30, 2019. There were no responses to the early coordination letter.

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

### Environmental Justice (EJ) (Presidential EO 12898)

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

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

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

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

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Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 0.912 of additional ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Bartholomew County. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tract 115. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey (ACS) 2019 5-year data was obtained from the US Census Bureau Website <https://data.census.gov/cedsci/> on November 1, 2021 by Strand Associates Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (U.S. Census Bureau, Data from 2010 Census)		
	COC: Bartholomew County, Indiana	AC-1: Census Tract 115, Bartholomew County, Indiana
Percent Minority	14.7%	13.9%
125% of COC	18.4%	AC < 125% COC
EJ Population of Concern		No
Percent Low Income	13.0%	14.9%
125% of COC	16.2%	AC < 125% COC
EJ Population of Concern		No

AC-1, Census Tract 115, has a percent minority of 12.5%, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not contain minority populations of EJ concern.

AC-1, Census Tract 115, has a percent low-income of 14.1%, which is below 50% and is below 125% COC threshold. Therefore, AC-1 does not contain low-income populations of EJ concern.

**Conclusion**

The census data sheets and map can be found in Appendix I, starting on Page I-3. The AC population does not contain low-income or minority populations of concern. No further environmental justice analysis is warranted.

**Relocation of People, Businesses or Farms**

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

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

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

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

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

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Des. No. 1600503

### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Documentation

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

X

Date RFI concurrence by INDOT SAM (if applicable): January 18, 2019

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

Based on a review of geographic information system (GIS) and available public records, an RFI was concurred by INDOT SAM on January 18, 2019 by INDOT Environmental Services (Appendix E, page E-1). One underground storage tank (UST) site is located within 0.5 mile of the project area and is approximately 0.17 mile south of the project area. One leaking underground storage tank (LUST) site is located within 0.5 mile of the project area. The LUST site is located adjacent to the northeast corner of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

## Part IV – Permits and Commitments

### PERMITS CHECKLIST

**Permits** (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section 10 Permit)**

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

**IN Department of Environmental Management (401/Rule 5)**

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

**IN Department of Natural Resources**

- Construction in a Floodway
- Navigable Waterway Permit
- Other

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**


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

This is page 21 of 23    Project name: SR 58 over East Fork White Creek Bridge Replacement    Date: March 30, 2022

## Indiana Department of Transportation

County Bartholomew

Route SR 58

Des. No. 1600503

An IDEM, Section 401 Water Quality Certification (WQC) General Permit and USACE, Section 404 Clean Water Act Regional General Permit are anticipated for the proposed project.

It is anticipated that this project qualifies for a Construction in a Floodway (CIF) exemption under IC 14-28-1 Section 22.

Applicable recommendations provided by IDEM and USACE are included in the Environmental Commitments section of this document. If a permit is found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations. It is the responsibility of INDOT to identify and obtain all required permits.

### ENVIRONMENTAL COMMITMENTS

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

**Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction activity that would block or limit access. (INDOT ESD)
3. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 8, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. No tree clearing from April 1-September 30. (USFWS, IDNR)
8. 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 bridge colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
9. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles or roosts, or **documented** foraging habitat any time of year. (USFWS)
10. East Fork White Creek is listed for Impaired Biotic Communities (IBC). Best Management Practices (BMPs) will be used to avoid further degradation to the stream. (IDEM)

This is page 22 of 23    Project name: SR 58 over East Fork White Creek Bridge Replacement    Date: March 30, 2022

## Indiana Department of Transportation

County Bartholomew

Route SR 58

Des. No. 1600503

### For Further Consideration:

1. 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 [site indicated] and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR)
2. 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 nonwetland 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 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)
3. Do not excavate in the low flow are except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR)
4. Do not construct any temporary runarounds, access bridges, casuseways, cofferdams, diversions, or pumparounds. (IDNR)
5. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR)
6. Post "Do Not Mow or Spray" signs along the right-of-way. (IDNR)
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organism in the voids. (IDNR)
8. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation. (IDNR)

This is page 23 of 23    Project name: SR 58 over East Fork White Creek Bridge Replacement    Date: March 30, 2022

**APPENDIX A**  
**INDOT SUPPORTING DOCUMENTATION**

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## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts</b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
<b>Wetland Impacts</b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
<b>Right-of-way<sup>3</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)</b>	“No Effect”, “Not likely to Adversely Affect” (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
<b>Threatened/Endangered Species (Any other species)</b>	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
<b>Sole Source Aquifer</b>	Detailed Assessment Not Required	-	-	-	Detailed Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
<b>National Wild and Scenic River</b>	Not Present	-	-	-	Present
<b>New Alignment</b>	None	-	-	-	Any
<b>Section 4(f) Impacts</b>	None	-	-	-	Any
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Added Through Lane</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Coast Guard Permit</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>7</sup>
<b>Approval Level</b>	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> <li>• District Env. Supervisor</li> <li>• Env. Services Division</li> <li>• FHWA</li> </ul>				Yes	Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User’s Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

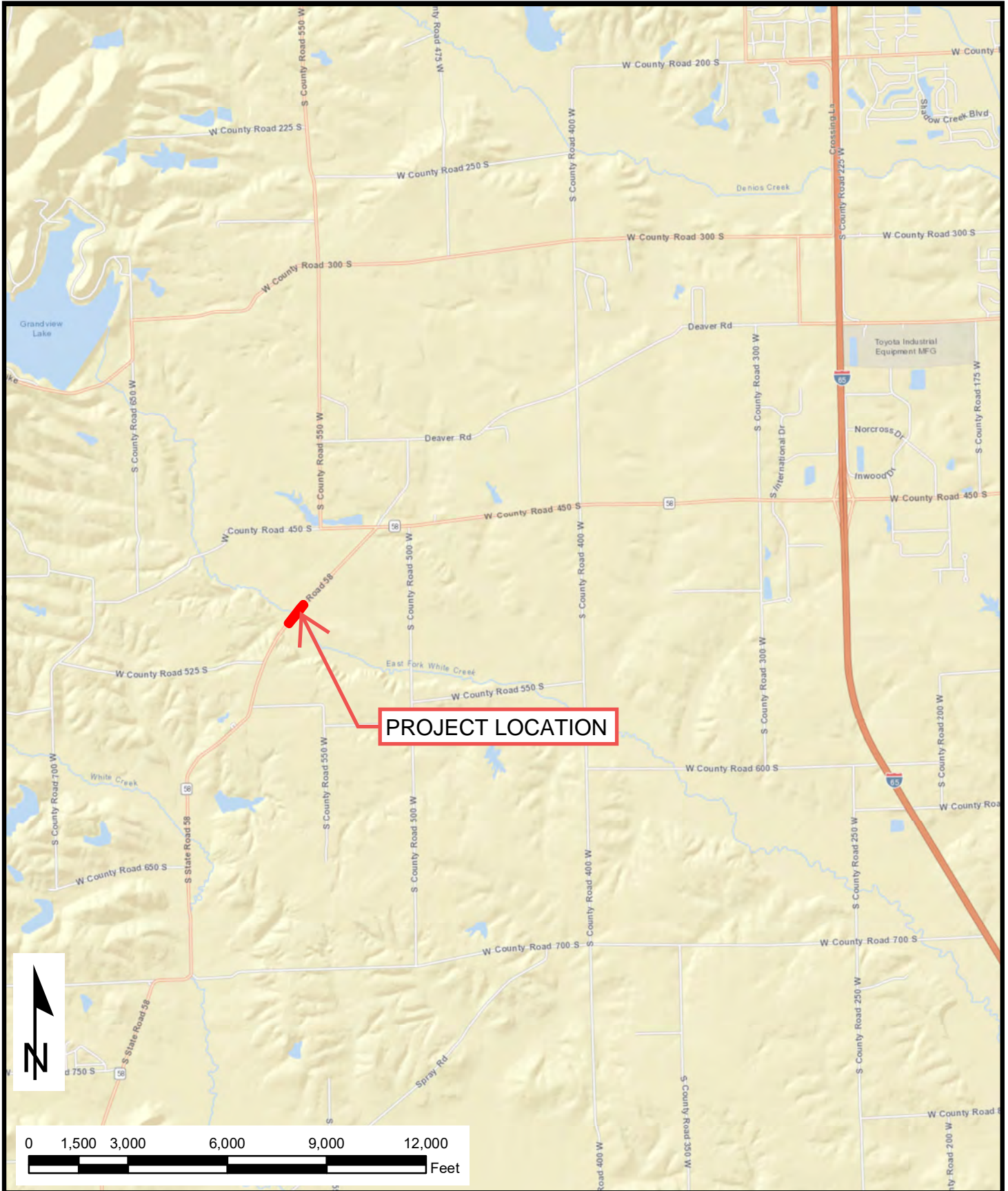
<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\*Substantial public or agency controversy may require a higher-level NEPA document.

**APPENDIX B**  
**GRAPHICS**

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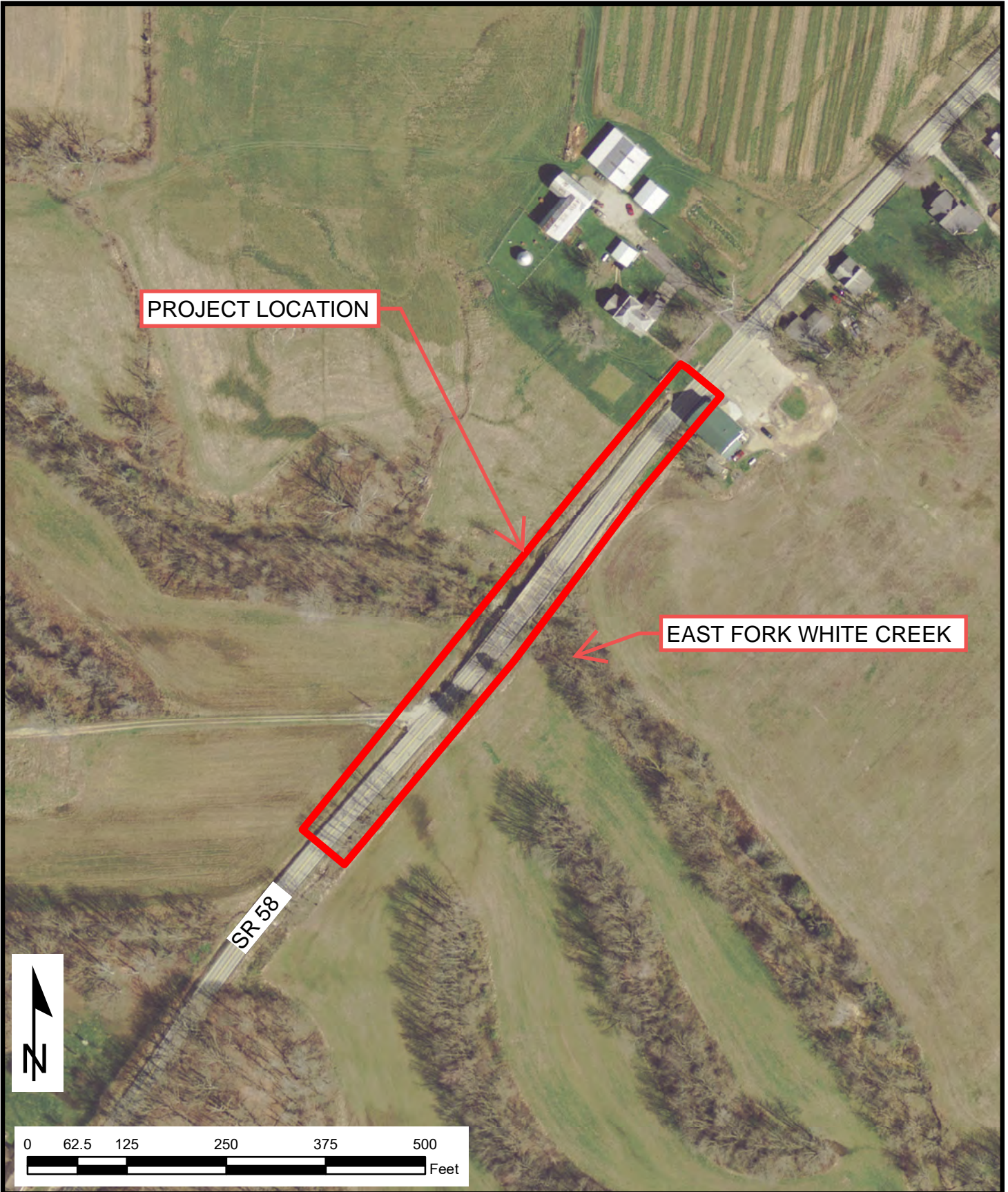
BRIDGE PROJECT  
PROJECT LOCATION MAP  
DES. 1600503

S.R. 58 OVER EAST FORK WHITE CREEK  
BARTHOLOMEW COUNTY, INDIANA



FIGURE 1  
4060.313



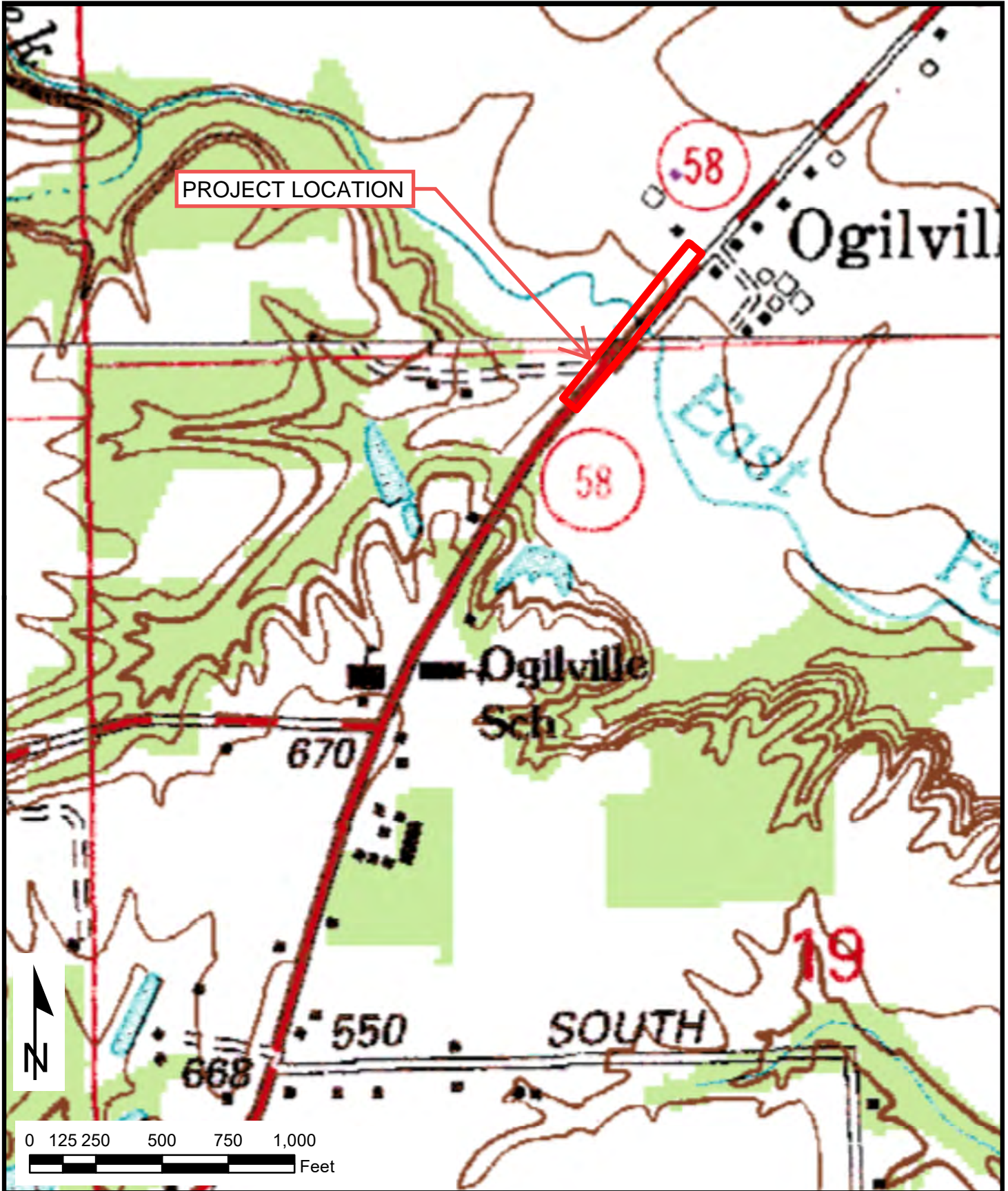


BRIDGE PROJECT  
AERIAL PHOTOGRAPHY MAP  
DES. 1600503  
S.R. 58 OVER EAST FORK WHITE CREEK  
BARTHOLOMEW COUNTY, INDIANA



FIGURE 2  
4060.313








BRIDGE PROJECT  
TOPOGRAPHIC MAP  
DES. 1600503




S.R. 58 OVER EAST FORK WHITE CREEK  
BARTHOLOMEW COUNTY, INDIANA






FIGURE 3  
4060.313

<p>Date: Nov. 16, 2017</p> <p>Time: 3:00 P.M.</p> <p>Description: Looking north from southwest of bridge.</p>		
<p>Date: May 5, 2018</p> <p>Time: 8:00 A.M.</p> <p>Description: Looking south from middle pier.</p>		
	<p>SR 58 OVER EAST FORK WHITE CREEK DES. NO. 1600503 INDIANA DEPARTMENT OF TRANSPORTATION BARTHOLOMEW COUNTY, INDIANA SITE PHOTOGRAPHS</p>	



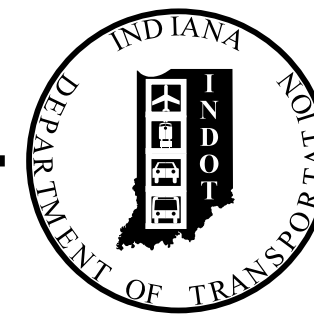
<p>Date: May 5, 2018</p> <p>Time: 8:00 A.M.</p> <p>Description: Exposed rebar in Pier Cap #2.</p>		
<p>Date: May 5, 2018</p> <p>Time: 8:00 A.M.</p> <p>Description: Looking southwest at replaced riprap.</p>		
	<p>SR 58 OVER EAST FORK WHITE CREEK DES. NO. 1600503 INDIANA DEPARTMENT OF TRANSPORTATION BARTHOLOMEW COUNTY, INDIANA SITE PHOTOGRAPHS</p>	

<p>Date: Nov. 16, 2017</p> <p>Time: 3:00 P.M.</p> <p>Description: Looking under slab B over East Fork White Creek.</p>		
<p>Date: May 5, 2018</p> <p>Time: 8:00 A.M.</p> <p>Description: Looking under slab A over East Fork White Creek.</p>		
	<p>SR 58 OVER EAST FORK WHITE CREEK DES. NO. 1600503 INDIANA DEPARTMENT OF TRANSPORTATION BARTHOLOMEW COUNTY, INDIANA SITE PHOTOGRAPHS</p>	



PROJECT	DESIGNATION
1600503	1600503
CONTRACT	BRIDGE FILE NO.
B-40407	058-03-10186

# INDIANA DEPARTMENT OF TRANSPORTATION



## BRIDGE PLANS

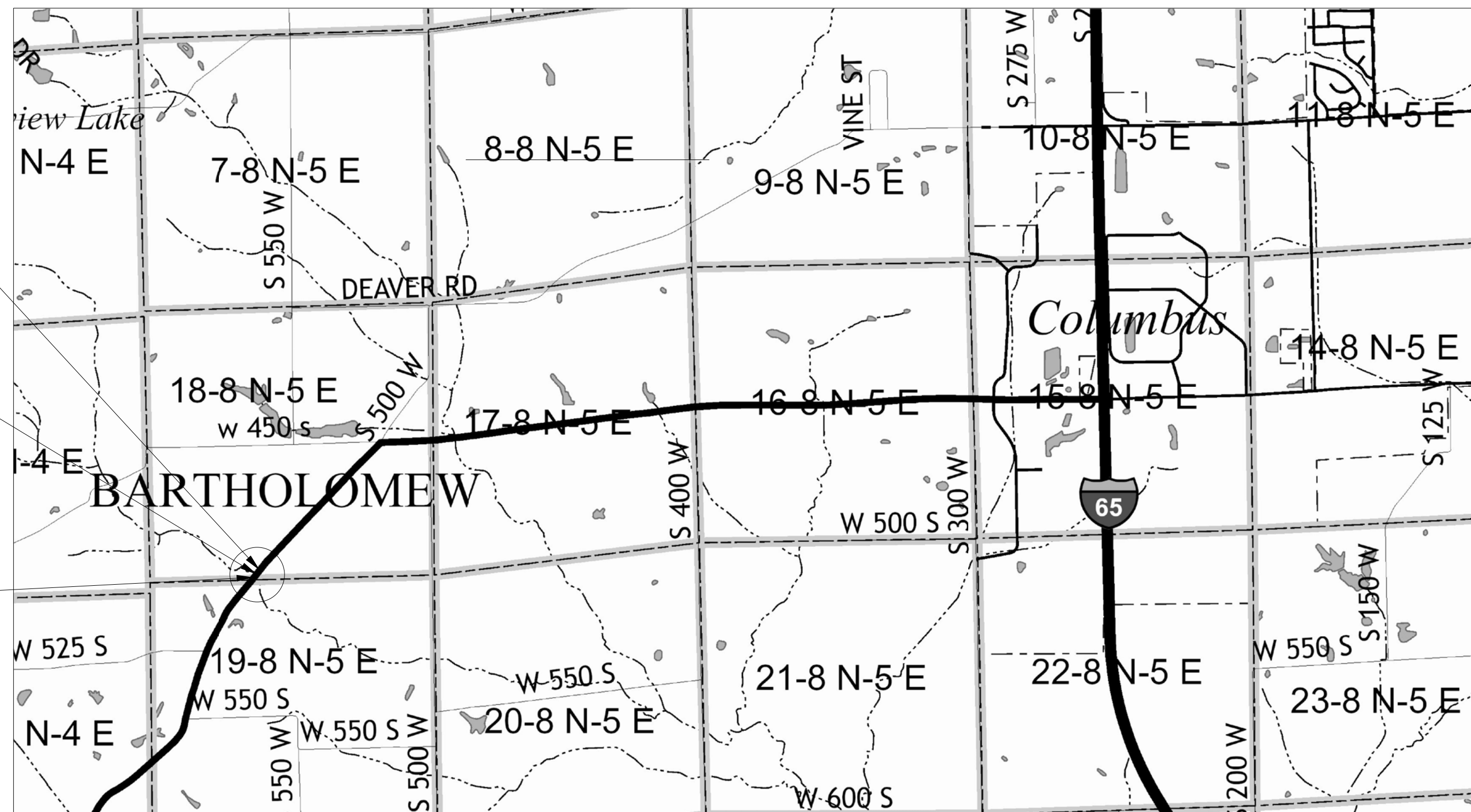
ROUTE: SR 58 AT: RP 118+94

PROJECT NO. 1600503  
1600503  
1600503

P.E.  
R/W  
CONST.

Partial plans relevant to this document.

Bridge Replacement on SR 58 over East Fork White Creek  
Located 3.35 Miles West of Interstate 65  
Section 18, T-8-N, R-5-E, Ohio Township, Bartholomew County.

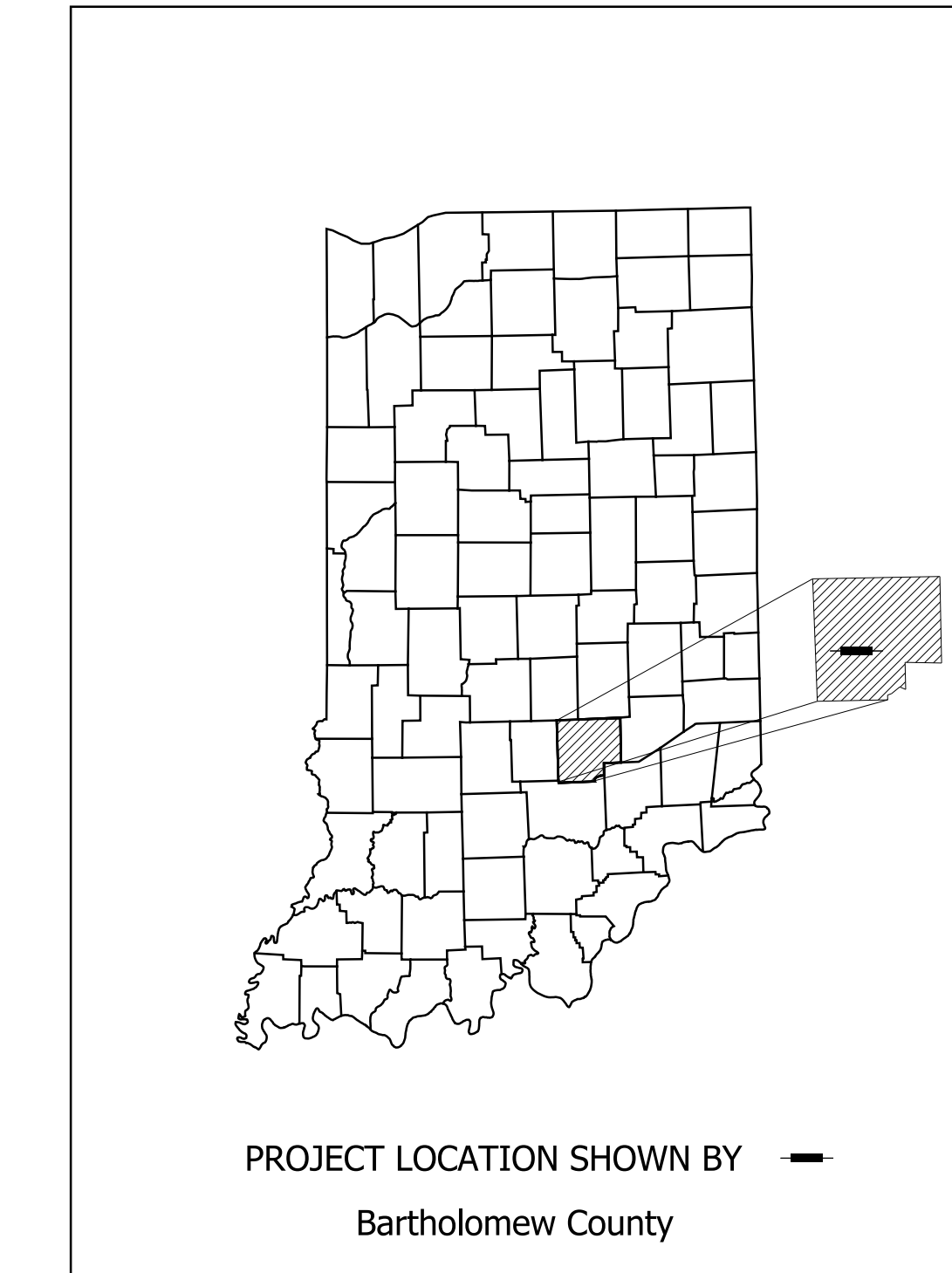


End Project 1600503  
Sta. 18+00.00 "PR-A"

Structure 058-003-10186  
Over East Fork White Creek  
Sta. 15+19.25 "PR-A"

Begin Project 1600503  
Sta. 12+25.00 "PR-A"

TRAFFIC DATA		
A.A.D.T.	(2020)	2,140 V.P.D.
A.A.D.T.	(2042)	2,140 V.P.D.
D.H.V	(2042)	189 V.P.H.
DIRECTIONAL DISTRIBUTION		55.41 %
TRUCKS		3.84 % A.A.D.T. 4.26 % D.H.V.
DESIGN DATA		
DESIGN SPEED		45 M.P.H.
PROJECT DESIGN CRITERIA		3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION		STATE MAJOR COLLECTOR
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		NONE



LATITUDE: 39° 07' 30.94" N LONGITUDE: 86° 00' 58.75" W

HUC: 05120206050040

BRIDGE LENGTH:	0.023	MI.
ROADWAY LENGTH:	0.086	MI.
TOTAL LENGTH:	0.109	MI.
MAX. GRADE:	2.68	%

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2020  
TO BE USED WITH THESE PLANS



PLANS PREPARED BY: STRAND ASSOCIATES, INC. (812) 372-9911  
629 WASHINGTON ST., COLUMBUS, IN 47201 PHONE NUMBER

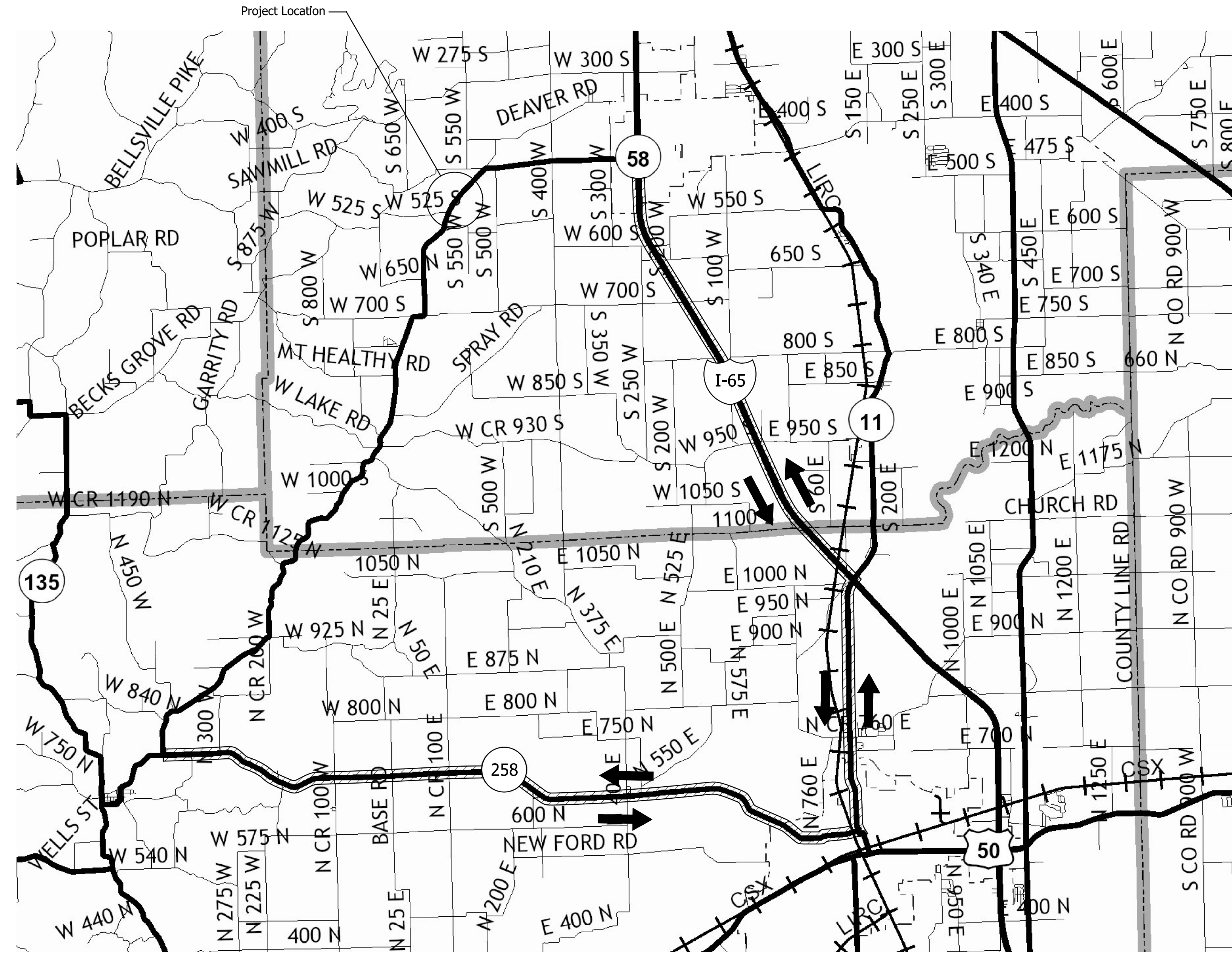
CERTIFIED BY: \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE \_\_\_\_\_

BRIDGE FILE NO.	
058-03-10186	
DESIGNATION	
1600503	
SURVEY BOOK	SHEETS
	1 of 14
CONTRACT	PROJECT
B-40407	1600503



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**Legend**

- Posted Detour Route
- Traffic Flow Arrow
- Construction Sign
- Barricade III-A
- Barricade III-B

**Detour Route Marker Assemblies**

- (A) DRMA (Advance Turn) - Ea.
- (B) DRMA (Directional) - Ea.
- (C) DRMA (Confirming) - Ea.
- (D) DRMA (End) - Ea.

**Type A Construction Signs**

- (E) XW20-2 (Detour Ahead) - Ea.
- (F) XW20-3 (Road Closed) - Ea.
- (G) XG20-5 (Closure Date) - Ea.

**Type A Construction Signs**

- (I) XG20-2 (End Construction) - Ea.
- (J) XW20-1 (Road Construction Ahead) - Ea.

**Barricades**

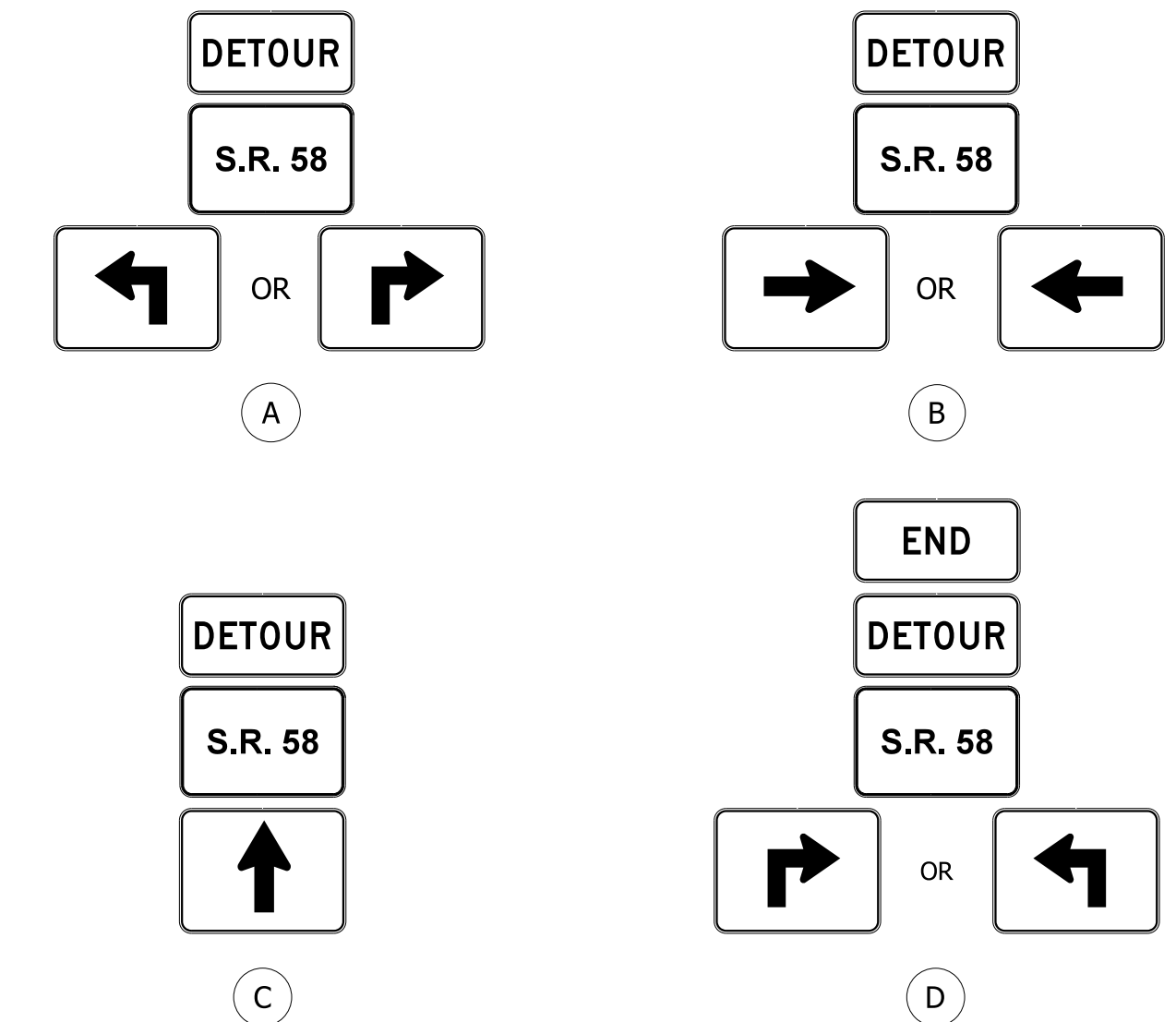
- (K) Barricade, Type III-A (No. of 12' Units) - Lft. (-)
- (L) Barricade, Type III-B (No. of 12' Units) - Lft. (-)

**Road Closure Sign Assemblies**

- (N) RCSA (R11-3) - Ea.
- (O) RCSA (R11-3) - Ea.
- (P) RCSA (R11-2) - Ea.

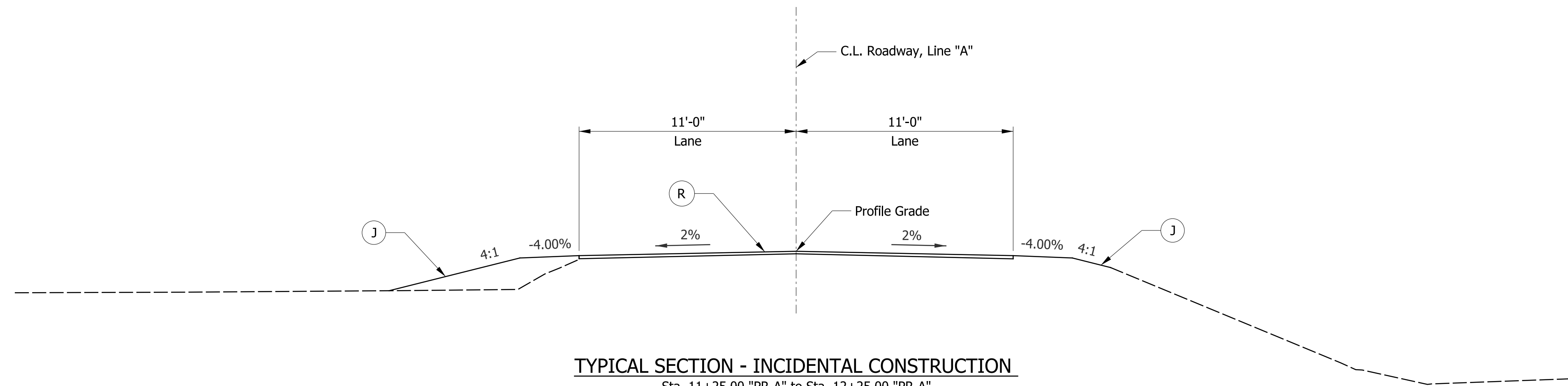
**Type C Construction Signs**

- (Q) XG20-7 Worksite Penalty Sign - Ea.



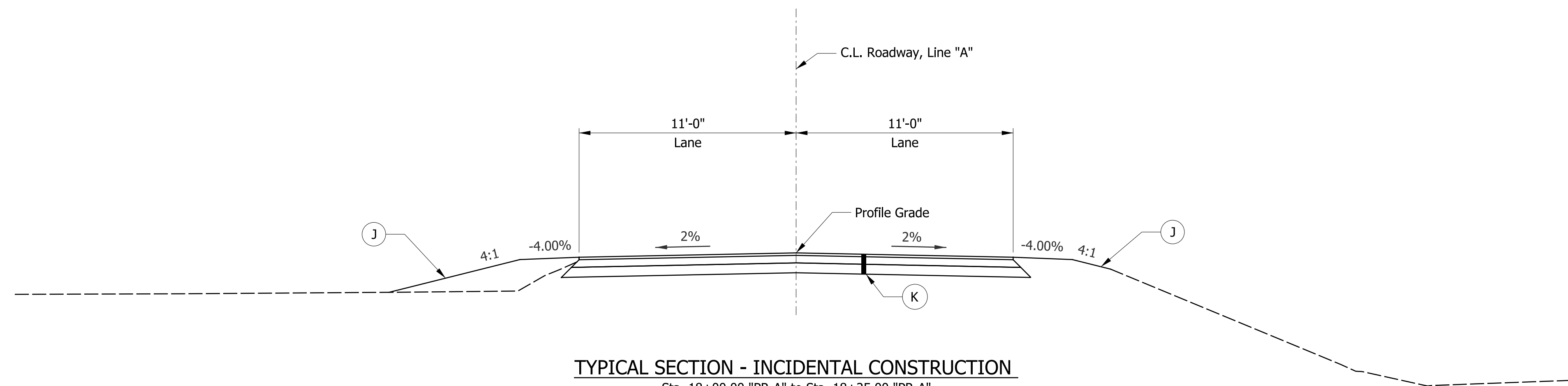
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>	HORIZONTAL SCALE NA VERTICAL SCALE NA	BRIDGE FILE NO. 058-03-10186 DESIGNATION NO. 1600503
DESIGNED: DHS CHECKED: DEB	DRAWN: DHS CHECKED: DEB	<b>MAINTENANCE OF TRAFFIC          S.R. 58 OVER EAST FORK WHITE CREEK</b>	
		SURVEY BOOK NO. CONTRACT NO. B-40407	SHEETS 3 of 14 PROJECT NO. 1600503

10:43:45 AM  
 12/19/2019  
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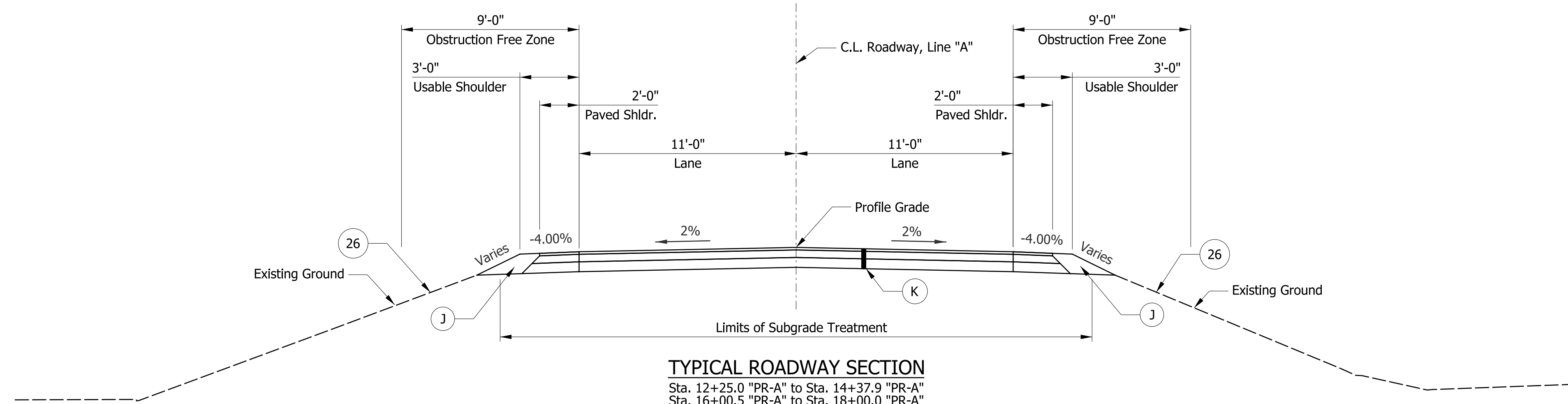
**TYPICAL SECTION - INCIDENTAL CONSTRUCTION**

Sta. 11+25.00 "PR-A" to Sta. 12+25.00 "PR-A"  
 Sta. 18+25.00 "PR-A" to Sta. 19+25.00 "PR-A"



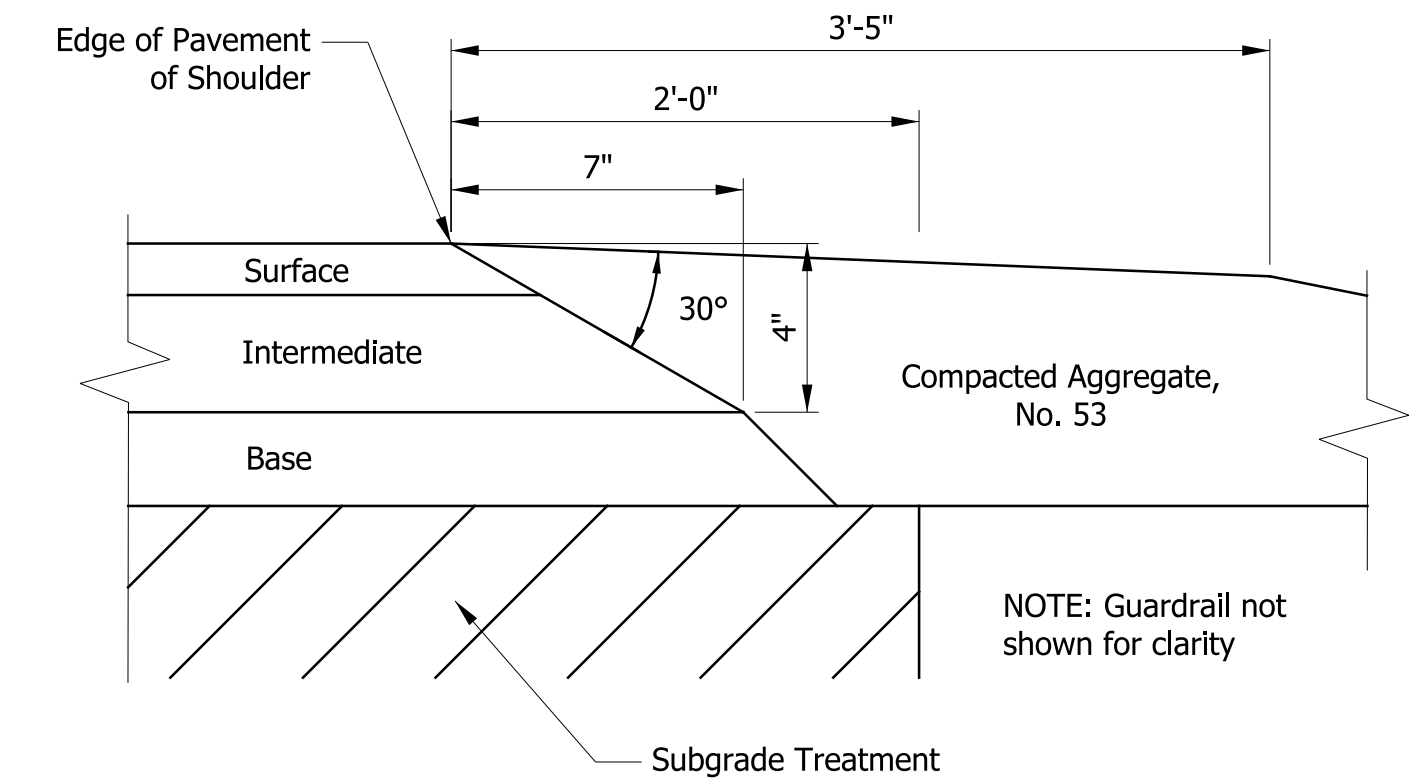
**TYPICAL SECTION - INCIDENTAL CONSTRUCTION**

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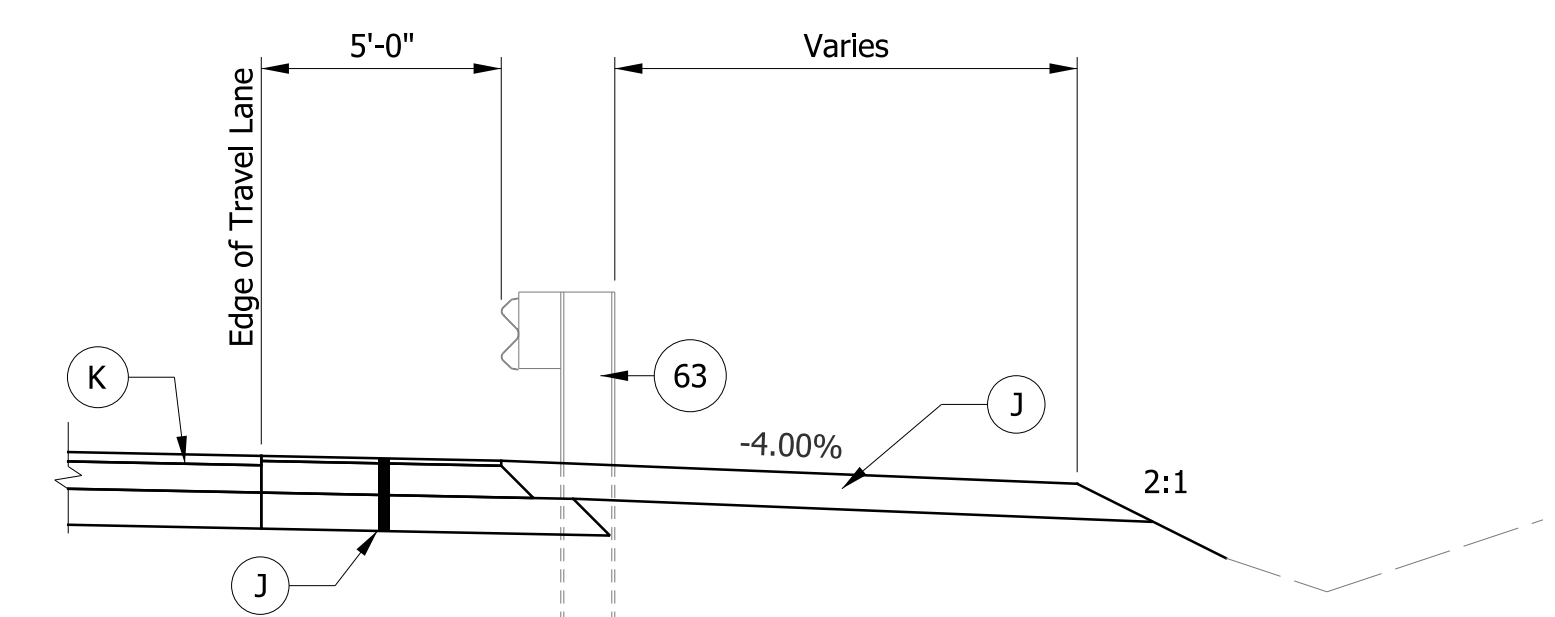


**TYPICAL ROADWAY SECTION**

Sta. 12+25.0 "PR-A" to Sta. 14+37.9 "PR-A"  
 Sta. 16+00.5 "PR-A" to Sta. 18+00.0 "PR-A"



**SAFETY EDGE ON HMA PAVEMENT**



**SHOULDER TREATMENT WITH GUARDRAIL**

Sta. 13+52.1 "PR-A" Lt. to Sta. 14+45.2 "PR-A" Lt.  
 Sta. 13+34.9 "PR-A" Rt. to Sta. 14+45.4 "PR-A" Rt.  
 Sta. 16+93.2 "PR-A" Lt. to Sta. 17+04.4 "PR-A" Lt.  
 Sta. 16+93.2 "PR-A" Rt. to Sta. 16+85.7 "PR-A" Rt.

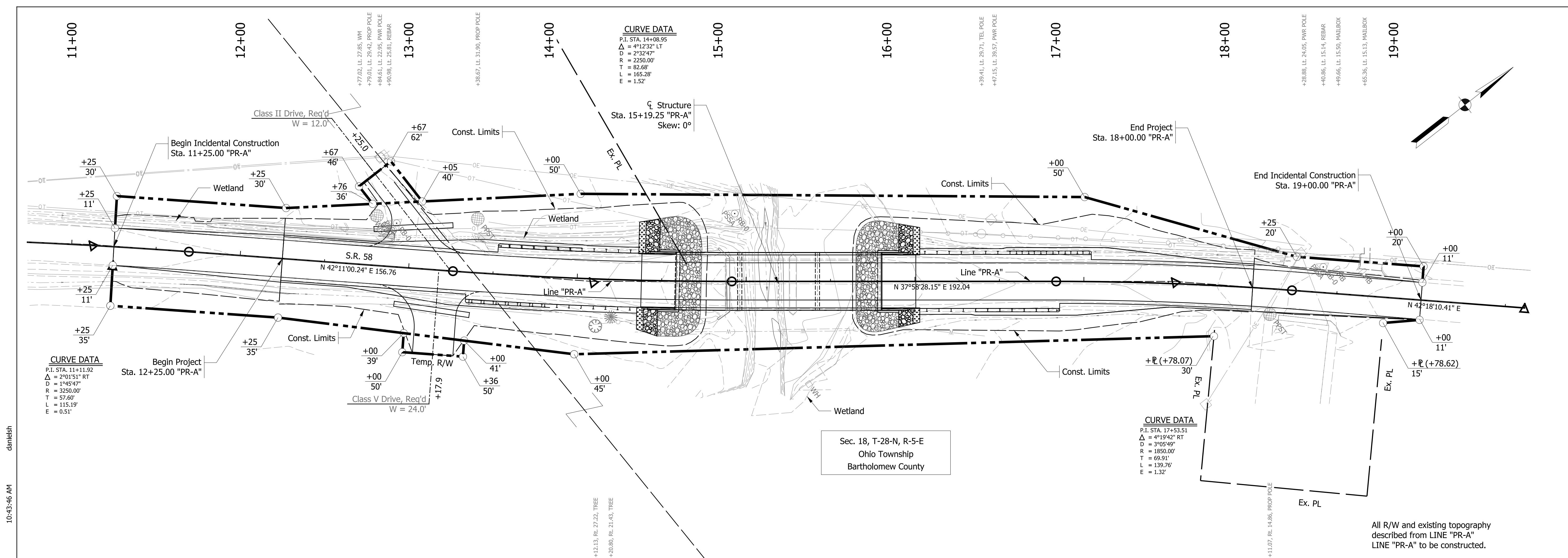
**Legend**

- (26) Seed Mixture, R
- (63) Guardrail, MGS, W-Beam, 6'-3" Spacing
- (J) Compacted Aggregate No. 53
- (K) Full Depth HMA Pavement on Subgrade Treatment, Type
- (R) HMA Wedge, Type

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DHS	DRAWN: DHS	
CHECKED: DEB	CHECKED: DEB	

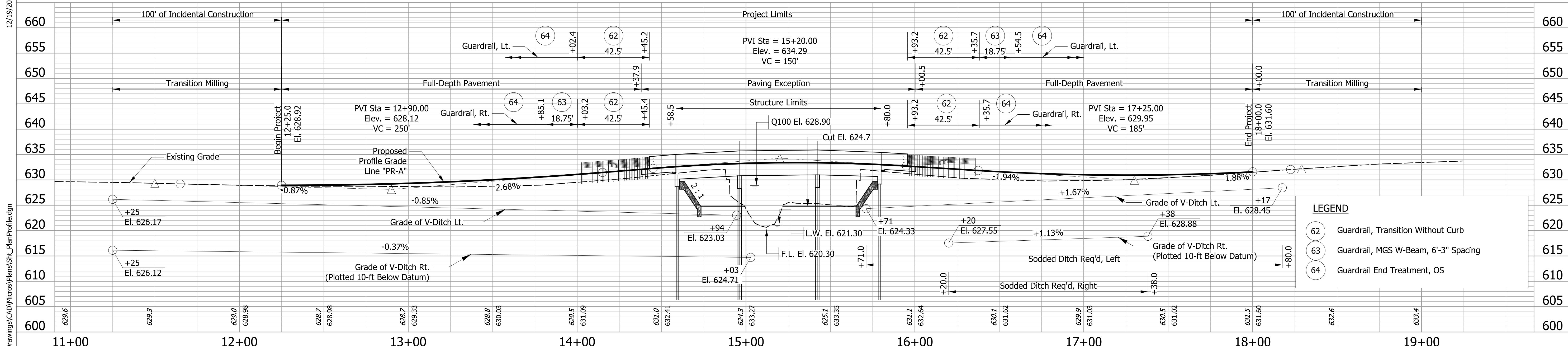
**INDIANA DEPARTMENT OF TRANSPORTATION**  
**TYPICAL CROSS SECTION**  
**S.R. 58 OVER EAST FORK WHITE CREEK**

HORIZONTAL SCALE 1/4" = 1'-0"	BRIDGE FILE NO. 058-03-10186
VERTICAL SCALE	DESIGNATION NO. 1600503
SURVEY BOOK NO.	SHEETS 4 of 14
CONTRACT NO. B-40407	PROJECT NO. 1600503



Sec. 18, T-28-N, R-5-E  
Ohio Township  
Bartholomew County

All R/W and existing topography described from LINE "PR-A" LINE "PR-A" to be constructed.

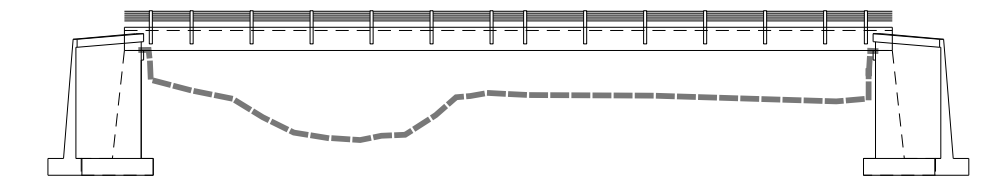
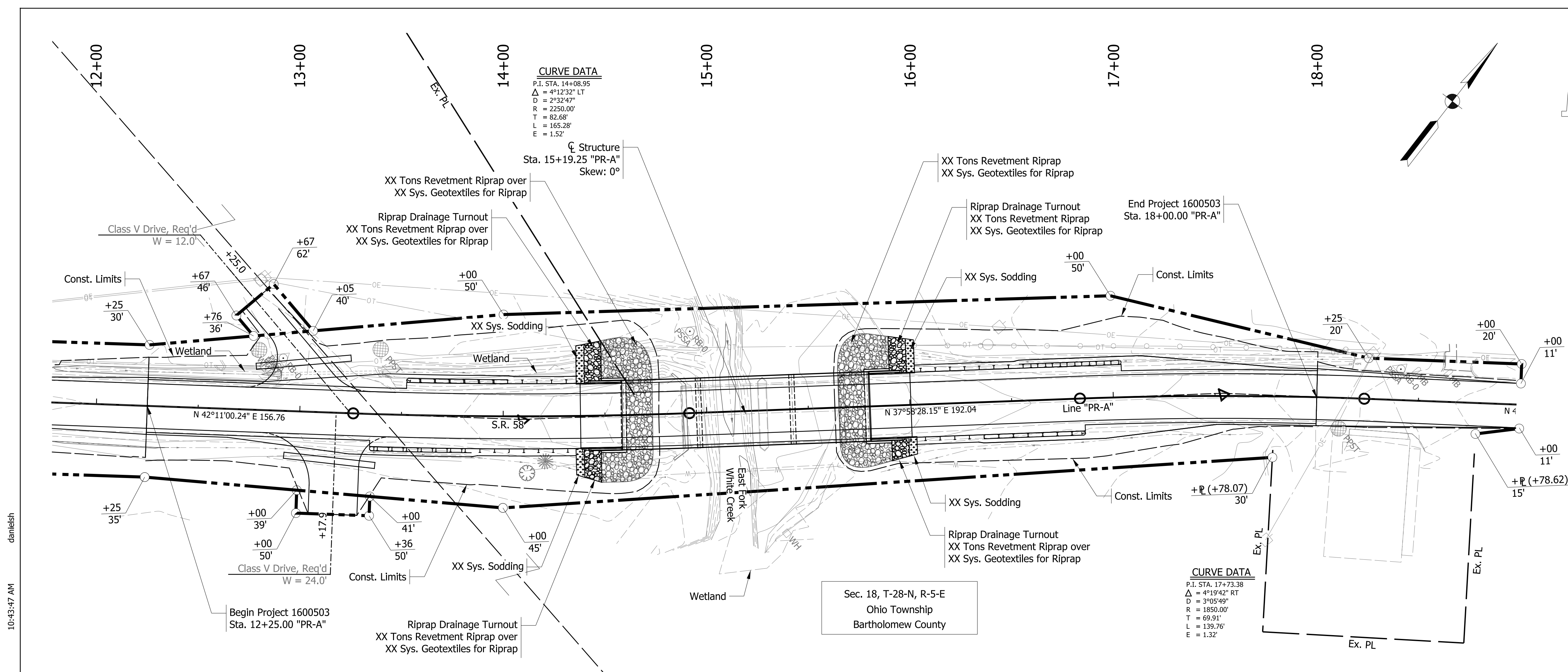


LEGEND	
62	Guardrail, Transition Without Curb
63	Guardrail, MGS W-Beam, 6'-3" Spacing
64	Guardrail End Treatment, OS

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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
DESIGNED: DHS	DRAWN: DHS			1" = 40'	058-03-10186
CHECKED: DEB	CHECKED: DEB			VERTICAL SCALE	DESIGNATION NO.
			PLAN AND PROFILE S.R. 58 OVER EAST FORK WHITE CREEK	1" = 10'	1600503
				SURVEY BOOK NO.	SHEETS
				CONTRACT NO.	5 of 14
				PROJECT NO.	
				B-40407	1600503





**EXISTING STRUCTURE**

The existing structure (058-03-05885) is a two-span reinforced concrete girder bridge built in 1928 with two 39' spans and 33'-0" clear roadway reinforced concrete deck.

Existing superstructure and substructure are to be removed, including the removal of the existing footings. The channel is to be re-shaped at each abutment to match existing channel slopes on both the upstream and downstream sides of the existing structure.

**HYDRAULIC DATA**

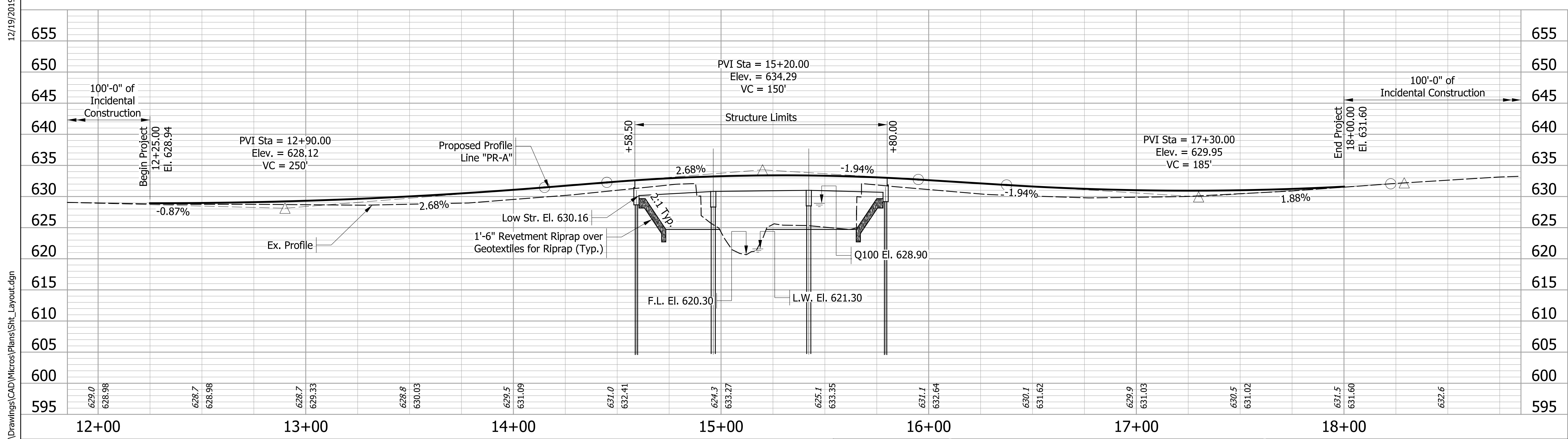
Drainage Area	4.48	sq. mi.
Ex. Q100	2,350	cfs
Ex. Q500	3,072	cfs
Ex. Q100 Elevation	628.90	ft.
Ex. Headwater Elevation	629.65	ft.
Backwater	0.65	ft.
Ex. Velocity @ Q100	3.78	ft./sec.
Ex. Gross Waterway Opening Below Q100 Elevation (Str.)	447	sq. ft.
Road Overflow Waterway Area	314	sq. ft.
Ex. Low Structure Elevation	630.16	ft.
Pr. Headwater Elevation	629.63	ft.
Pr. Backwater	0.63	ft.
Pr. Velocity @ Q100	3.62	ft./sec.
Pr. Gross Waterway Opening Area Req'd Below Q100 El. (Str.)	463	sq. ft.
Pr. Road Overflow Waterway Area	307	sq. ft.
Approximate Skew	0	deg.
Pr. Low Structure Elevation	603.16	ft.

**HYDRAULIC SCOUR DATA**

Q100 Contraction Scour	0	ft.
Q100 Total Scour	3.35	ft.
Q100 Low Scour Elevation	616.95	ft.
Q100 Max Velocity	4.89	ft./sec.
Q500 Contraction Scour	0	ft.
Q500 Total Scour	3.38	ft.
Q500 Low Scour Elevation	616.92	ft.
Q500 Max Velocity	4.61	ft./sec.

**EARTHWORK BALANCE**

\*To be completed with future submittal



**CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BOX BEAM BRIDGE**  
 3 SPANS: 1 @ 37'-0", 1 @ 46'-0", 1 @ 37'-0"  
 31'-4" CLEAR ROADWAY, NO SKEW  
 SR 58 OVER EAST FORK WHITE CREEK  
 BARTHOLOMEW COUNTY

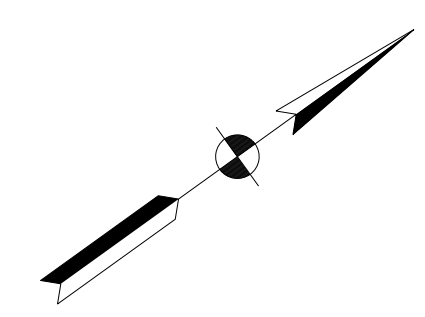
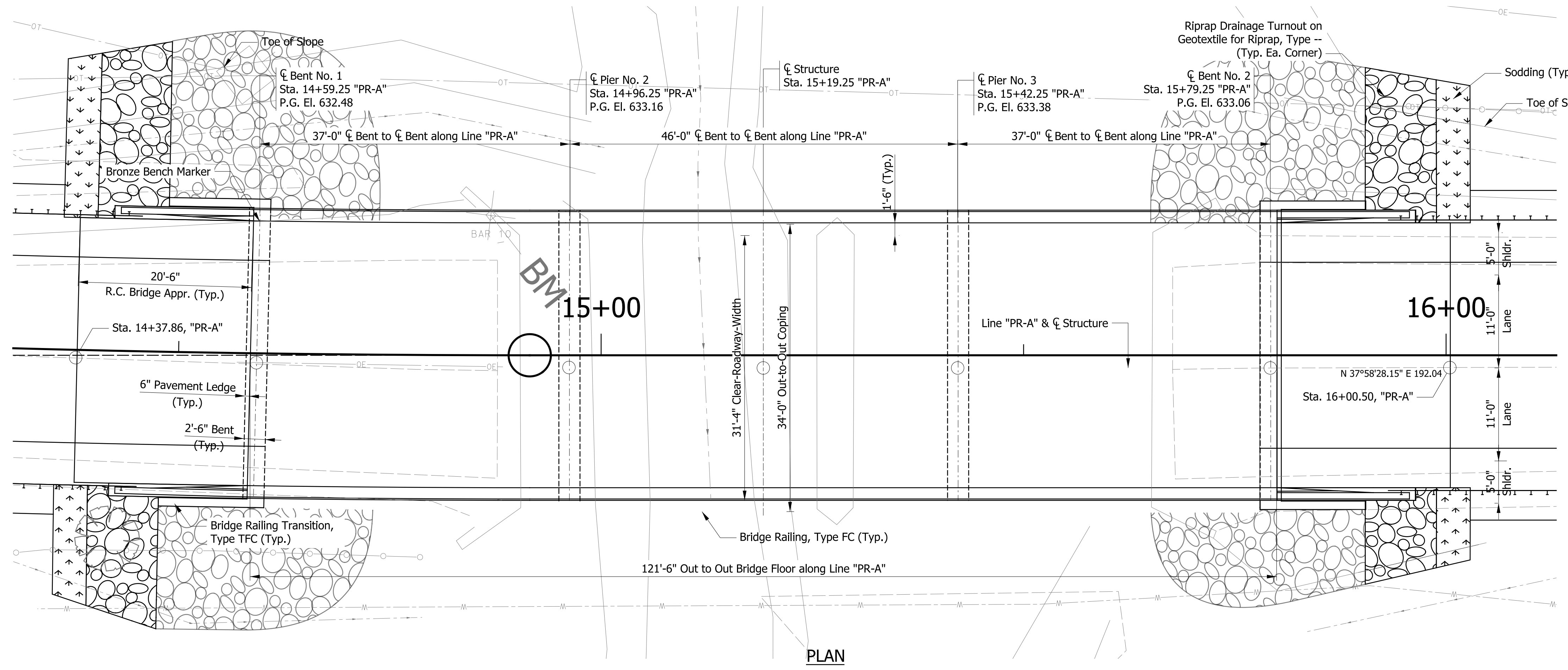
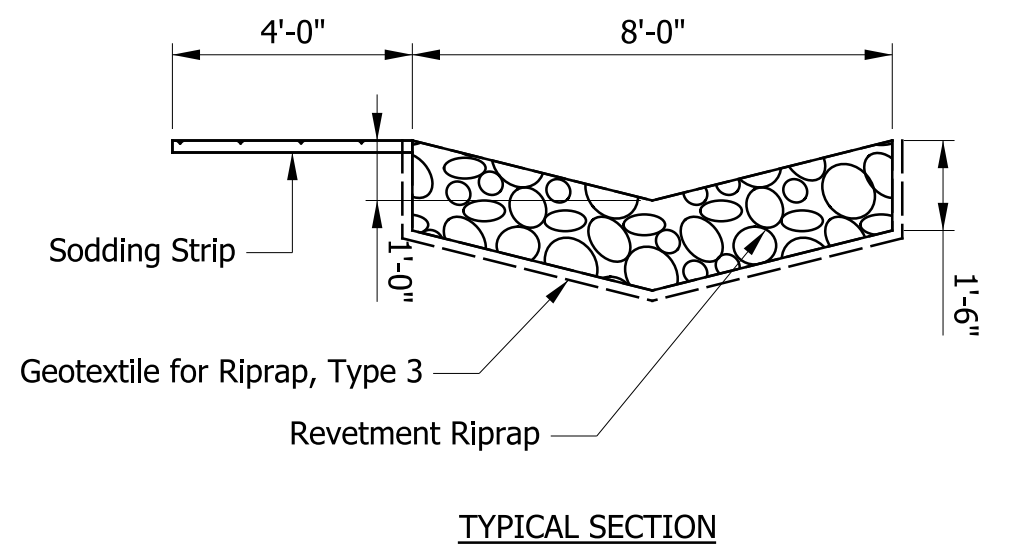
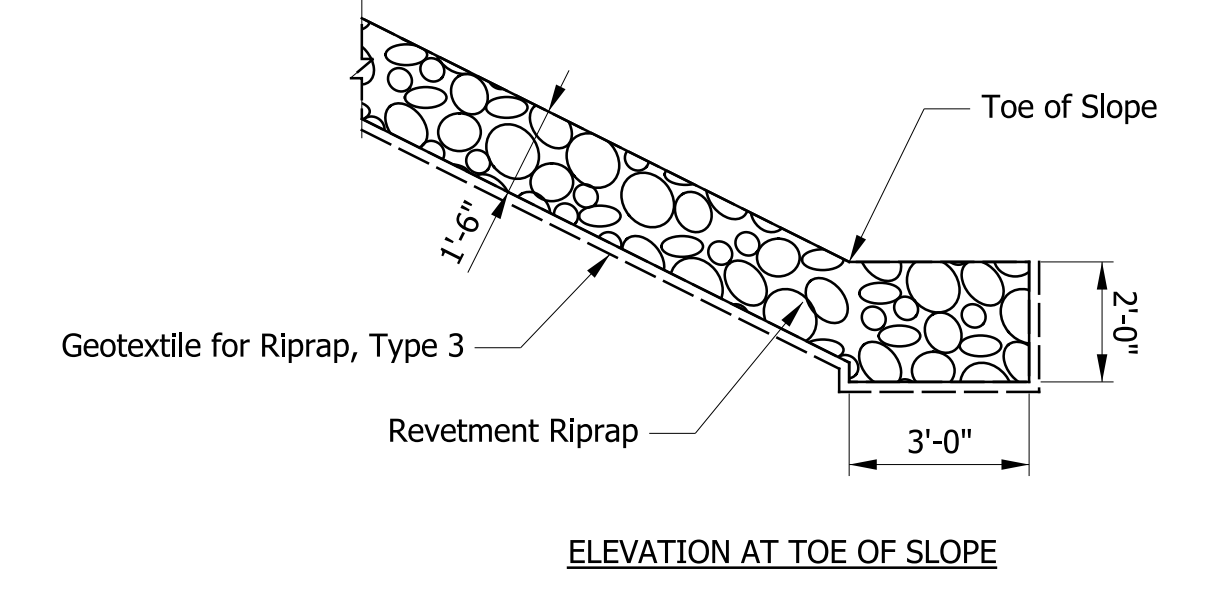
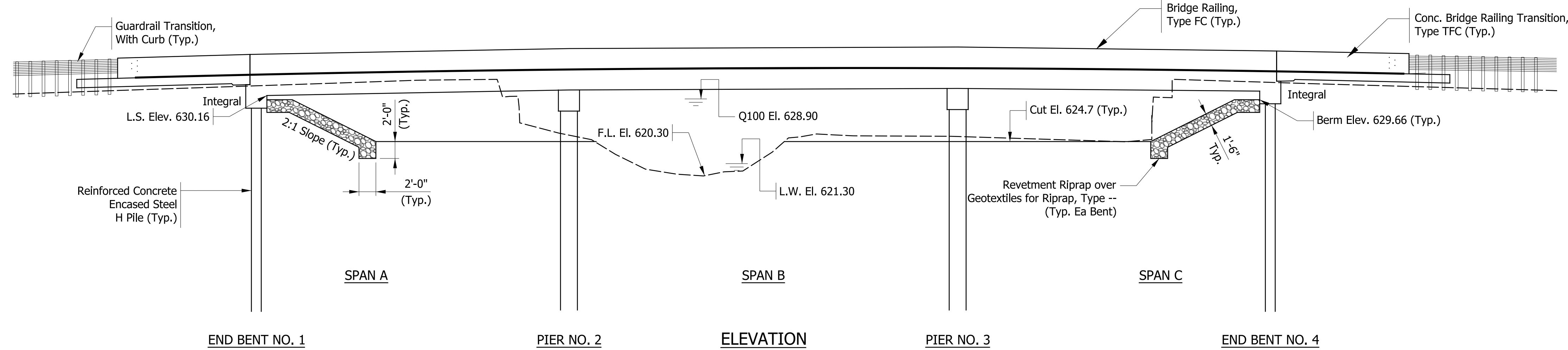
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12/19/2019 10:43:47 AM damleish

RECOMMENDED FOR APPROVAL _____		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
DESIGNED: DHS			1" = 30'	058-03-10186
DRAWN: DHS		LAYOUT	VERTICAL SCALE	DESIGNATION NO.
CHECKED: DEB			1" = 10'	1600503
DATE _____		S.R. 58 OVER EAST FORK WHITE CREEK	SURVEY BOOK NO.	SHEETS
_____			_____ of _____	6 of 14
_____		_____	CONTRACT NO.	PROJECT NO.
_____			B-40407	1600503

BRIDGE BUILT ON A 150' CREST VERTICAL CURVE

2.68% -1.94%



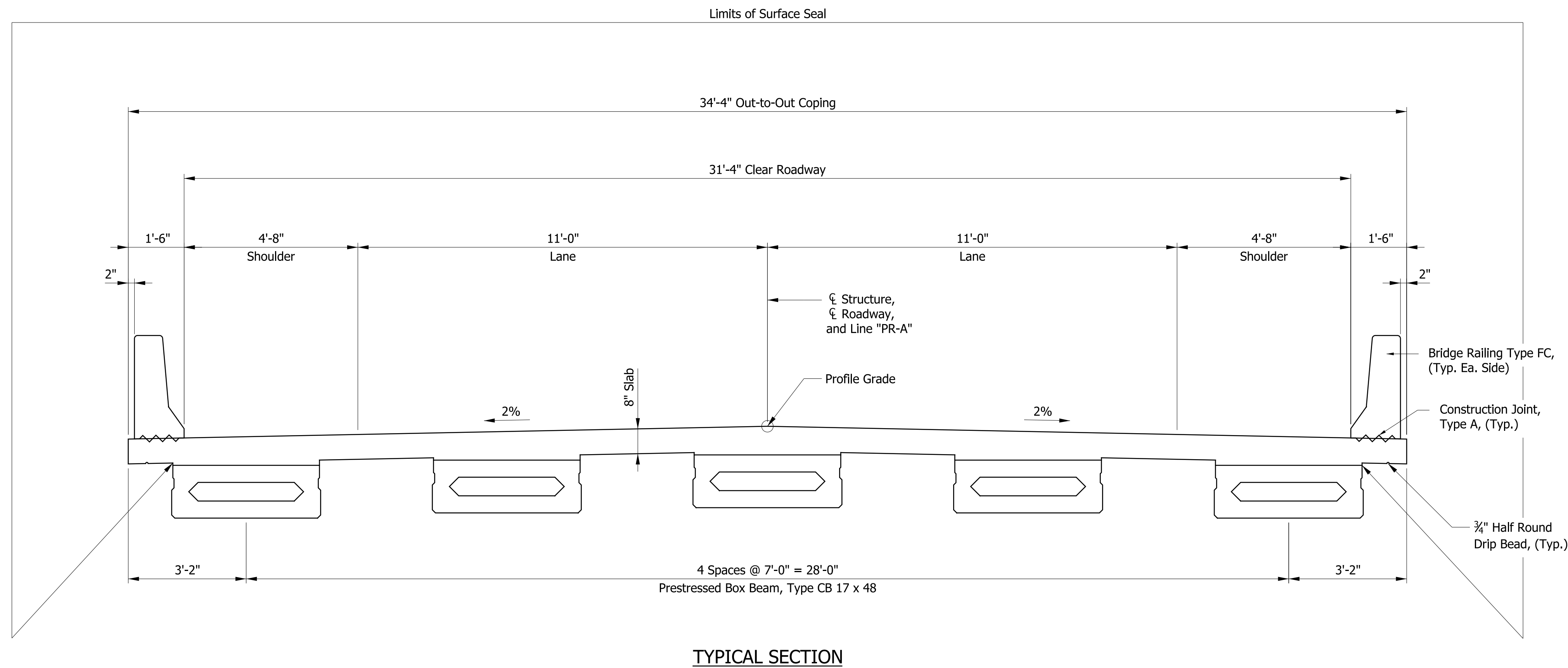
CONTINUOUS COMPOSITE PRESTRESSED  
CONCRETE BOX BEAM BRIDGE  
3 SPANS: 1 @ 37'-0", 1 @ 46'-0", 1 @ 37'-0"  
31'-4" CLEAR ROADWAY, NO SKEW  
SR 58 OVER EAST FORK WHITE CREEK  
BARTHOLOMEW COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	DESIGNED: DHS	DRAWN: DHS		1/8" = 1'-0"	058-03-10186
CHECKED: DEB	CHECKED: DEB		GENERAL PLAN S.R. 58 OVER EAST FORK WHITE CREEK	VERTICAL SCALE	DESIGNATION NO.
				1600503	
				SURVEY BOOK NO.	SHEETS
				7	of 14
				CONTRACT NO.	PROJECT NO.
				B-40407	1600503

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10:43:50 AM  
12/19/2019  
danielsh

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**TYPICAL SECTION**

**CONSTRUCTION LOADING**

The exterior girder has been checked for strength, deflection, and overturning using the construction loads shown below. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the exterior girder. The finishing machine was assumed to be supported 6 in. outside the vertical coping form. The top overhang brackets were assumed to be located 6 in. past the edge of the vertical coping form. The bottom brackets were assumed to be braced against the intersection of the girder bottom flange and web.

- Deck Falsework Loads: Designed for 15 lb/sq. ft. for permanent metal stay-in-place deck forms, removable deck forms, and 2 ft. exterior walkway.
- Construction Live Load: Designed for 20 lb/sq. ft. extending 2 ft. past the edge of the coping and 75 lb/ft. vertical force applied at a distance of 6 in. outside the face of coping over a 30 ft. length of deck centered with the finishing machine.
- Finishing-Machine Load: 4500 lb. distributed over 10 ft along the coping.
- Wind Load: Structure designed for 70 mph horizontal wind loading in accordance with LRFD 3.8.1.

**DESIGN DATA**

Live Load: Superstructure and substructure designed for HL-93 loading, in accordance with the AASHTO LRFD Bridge Design Specifications, 8th Edition, 2018, and its subsequent interims.

Dead Load: Actual weight plus 35 lb./sq. ft. (composite) for future wearing surface and 15 lb./sq. ft. for permanent metal deck forms. The slab was designed with a 23½" structural depth and ½" wearing surface.

Unit Stresses:	$f_y = 60,000$	psi
	$f'_c = 4,000$	psi (Class C Concrete)
	$f'_c = 3,500$	psi (Class A concrete)

**GENERAL NOTES**

1. Reinforcing steel covering shall be 2½" in the top and 1" in the bottom of the floor slab, in superstructure, and 2" in all other parts, unless otherwise noted.
2. Clean and surface seal the exposed faces of the end bents, wingwalls, barrier railing, copings, bridge deck surface, reinforced concrete approach slabs, to the outside face of exterior beam. Surface seal is to be paid as a lump sum item. An alternate mix design may be used in lieu of concrete surface sealing.
3. The letter "E" denotes Epoxy Coated Reinforcing Steel.

**CONTINUOUS COMPOSITE PRESTRESSED  
CONCRETE BOX BEAM BRIDGE  
3 SPANS: 1 @ 37'-0", 1 @ 46'-0", 1 @ 37'-0"  
31'-4" CLEAR ROADWAY, NO SKEW  
SR 58 OVER EAST FORK WHITE CREEK  
BARTHOLOMEW COUNTY**

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>	HORIZONTAL SCALE	BRIDGE FILE NO.
		1/2" = 1'-0"	058-03-10186
		VERTICAL SCALE	DESIGNATION NO.
			1600503
		SURVEY BOOK NO.	SHEETS
		8	of 14
		CONTRACT NO.	PROJECT NO.
		B-40407	1600503

**GENERAL PLAN  
S.R. 58 OVER EAST FORK WHITE CREEK**

**APPENDIX C**  
**EARLY COORDINATION**

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Strand Associates, Inc.®

629 Washington Street

Columbus, IN 47201

(P) 812-372-9911

(F) 812-372-7190

December 30, 2019

Indiana Department of Transportation, Office of Public Involvement  
Manager, Public Hearings  
100 North Senate Avenue, Room 642  
Indianapolis, IN 46204

Re: Bridge Project (Bridge No. 058-03-10186, NBI No. 21130)  
State Road 58 over East Fork White Creek  
Des. No. 1600503  
Bartholomew County, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the aforementioned bridge in Bartholomew County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on State Road (SR) 58 over East Fork White Creek, approximately 3.35 miles west of Interstate 65 in Bartholomew County. This section of SR 58 is a two-lane Rural Major Collector. The existing approach cross section consists of two 11-foot lanes and two 3-foot shoulders; the bridge consists of two 11-foot lanes bordered by 3-foot shoulders. The existing bridge structure was originally constructed in 1928 and reconstructed in 1980. The bridge consists of a two-span, reinforced concrete girder with a total length of 80 feet and a 0-degree skew to the roadway. There are transverse cracks in the wearing surface and spalling with exposed rebar in several locations around the structure. The approximate existing right-of-way is 11 feet each side of the centerline (edge of pavement) throughout the project.

The current proposed project would replace the bridge structure over East Fork White Creek and include the replacement of existing guardrail. The project would require the reacquisition of approximately 0.41 acre of apparent right-of-way under pavement and the acquisition of approximately 0.91 acre of permanent right-of-way. Proposed right-of-way widths along SR 58 would be 40 feet from centerline. The project limits would be approximately 1,000 feet in length. The preferred method of traffic maintenance would be a road closure with an official state detour. A temporary runaround will not be used. Temporary disruption of emergency services and school bus routes will occur during construction but will cease upon project completion. Construction is anticipated to begin in Spring of 2022.

Land use in the vicinity of the project is primarily agricultural, with some wooded areas and residences. A waters and wetlands determination and a biological assessment to identify ecological resources that may be present will be performed for the project. This project qualifies for the application of the United States Fish and Wildlife (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat, and project information will be submitted through USFWS Information for Planning and consultation (IPaC) separately.



Indiana Department of Transportation  
Office of Public Involvement  
Page 2  
December 30, 2019

The INDOT Historic Bridge Inventory lists this bridge as a non-historic bridge. Any area of additional right-of-way will be investigated for archaeological and historic resources in compliance with Section 106. The proposed project may cause potential impacts to Meyer's Grocery, a site eligible for the National Register of Historic Places and thereby a 4(f) resource, located adjacent to the project along the northeast portion of the project limits. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence.

Should we not receive your response **within thirty 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 questions regarding this matter, please feel free to contact me at (812)372-9911 or at [bryce.froderman@strand.com](mailto:bryce.froderman@strand.com) or the INDOT project manager, Zachary Hicks, at (812) 524-3972 or at [zhicks@indot.in.gov](mailto:zhicks@indot.in.gov).

Sincerely,

STRAND ASSOCIATES, INC.®



Bryce C. Froderman, E.I.T.

Enclosures  
Maps (Location, Aerial, Topographic)

c/enc.: File

FHWA, Environmental Specialist (electronic coordination)  
Indiana Geological Survey (electronic coordination)  
IDNR, Division of Fish and Wildlife, Environmental Coordinator (electronic coordination)  
Indiana Department of Environmental Management (IDEM) (electronic coordination)  
IDEM, Groundwater Section (Wellhead Proximity Determinator electronic coordination)  
INDOT, Public Hearings, Manager  
U.S. Department of Housing and Urban Development, Chicago Regional Office, Field Environmental Officer (electronic coordination)  
National Park Service (NPS), Midwest Regional Office, Regional Environmental Coordinator  
USFWS (IPaC electronic coordination)  
Natural Resource Conservation Service, State Conservationist (electronic coordination)  
U.S. Army Corps of Engineers, Louisville District (electronic coordination)  
Eighth Coast Guard District, Bridge Program Section, Chief (electronic coordination)  
INDOT, Central Office, Environmental Policy Manager (electronic coordination)  
INDOT, Seymour District, Environmental Section Manager (electronic coordination)  
INDOT, Seymour District, Project Manager (electronic coordination)  
Bartholomew County Floodplain Administrator (electronic coordination)  
INDOT Ecology and Waterway Permitting, Manager (electronic coordination)  
Meyer's Grocery Property Owner  
Bartholomew County School Corporation (electronic coordination)  
Southwest Bartholomew Volunteer Fire Department

January 10, 2020

Bryce C. Froderman, E.I.T.  
Strand Associates, Inc.  
629 Washington Street  
Columbus, Indiana 47201

Dear Mr. Froderman:

The proposed project to make bridge (058-03-10186) improvements along State Road 58 over East Fork White Creek in Bartholomew County, Indiana (Des No 1600503) as referred to in your letter received December 30, 2019, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. 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,

**JERRY RAYNOR** Digitally signed by JERRY RAYNOR  
Date: 2020.01.13 21:55:39 -05'00'

JERRY RAYNOR  
State Conservationist

Enclosures



**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
<b>PART II</b> (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		
<b>PART III</b> (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					
<b>PART IV</b> (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					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (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>		<b>Maximum Points</b>	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			
<b>PART VII</b> (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			
<b>TOTAL POINTS (Total of above 2 lines)</b>		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)



**THIS IS NOT A PERMIT**

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

**DNR #:** ER-22090

**Request Received:** December 30, 2019

**Requestor:** Strand Associates Inc  
Bryce Froderman  
629 Washington Street  
Columbus, IN 47201-6231

**Project:** SR 58 crossing structure replacements:  
1) Des #1600503: bridge over East Fork White Creek  
2) Des #1700012: small structure over UNT East Fork White Creek

**County/Site info:** Bartholomew

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:** The bridge replacement over East Fork White Creek (Des #1600503) will require the formal approval of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application if the project does not meet the bridge exemption criteria.

However, formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for Des #1700012 (small structure over UNT East Fork White Creek).

**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 vicinity of these projects.

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

Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting

**Attachments:** A - Bridge Exemption Criteria

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

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so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>).

Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Any riprap placed within a 3-sided culvert, single span bridge, or other structure type having no floor, to protect the footings should not extend from the edge of the structure more than 3 feet on each side. Where a crossing structure does not have any dry land suitable for wildlife passage at the edges, (for example water extending to both side-walls edges of a box or 3-sided culvert), the structure's edges should have a wedge of smooth-surfaced material suitable for wildlife use.

**2) Bank Stabilization & Wildlife Passage:**

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. 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). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank 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 the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

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. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

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

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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>.

**3) Riparian Habitat:**

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

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

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 with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
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. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. Post "Do Not Mow or Spray" signs along the right-of-way.
10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
11. 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.

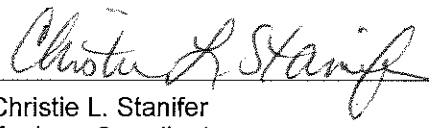
**THIS IS NOT A PERMIT**

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

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**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:** January 29, 2020

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

The Flood Control Act (IC 14-28-1) contains a provision (Section 22), which exempts certain bridge projects from its permitting requirement. Specifically, the Act states:

A permit is not required for "a construction or reconstruction project on a state or county highway bridge in a rural area that crosses a stream having an upstream drainage area of not more than fifty (50) square miles..."

Therefore, in order for a bridge project to be exempt, it must:

- be a state or county highway department project;
- be a bridge;
- be located in a rural area; and
- cross a stream having an upstream drainage area of less than 50 square miles.

The initial criterion is very specific - the structure must be a state or county highway department project.

The second requirement mandates that the project be a bridge (for this provision, the Department of Natural Resources considers a culvert to be a bridge). Projects such as bank protection, spoil disposal, borrow pits, etc. are not automatically exempt. Anyone proposing to undertake a non-bridge related activity should consult with the Division of Water's Technical Services Section staff at 317-232-4160 (or toll free at 1-877-928-3755) regarding the applicability of the exemption prior to initiating work.

The third criterion states that the project must be located in a rural area. The phrase "rural area" is defined as an area:

- where the lowest floor elevation, including a basement, of any residential, commercial, or industrial building impacted by the project is at least 2 feet above the 100 year flood elevation with the project in place;
- located outside the corporate boundaries of a consolidated or an incorporated city or town; and
- located outside of the territorial authority for comprehensive planning (generally, a 2 mile planning buffer around a city or town).

The final criterion limits the exemption to a project crossing a stream having an upstream drainage area of less than 50 square miles. The drainage area includes all land area contributing to runoff above the project site and is determined from the United States Geological Survey 7½ minute series quadrangle maps. The Department of Natural Resources will determine the drainage area upon written request.

This exemption has been grossly misunderstood and liberally applied in the past. As a result, the Department of Natural Resources is taking a firm stance on future violations. If challenged, it will be the responsibility of the person claiming the exemption to prove to the Department that all 4 criteria have been satisfied. Failure to do so will result in the Department initiating litigation with the potential for the imposition of fines in amounts up to \$10,000 per day.

Note: This exemption only applies to the Flood Control Act. If a bridge is to be constructed over a navigable waterway, or over or near a public freshwater lake, a permit will be required.



# 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

INDOT  
Zachary Hicks  
185 Agrico Lane  
Seymour, IN 47274  
Date

Strand Associates Inc.  
Eric Brunn  
629 Washington Street  
Columbus, IN 47201

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project, Des. 1600503, is located on State Road (SR) 58 over East Fork White Creek, approximately 3.35 miles west of Interstate 65 in Bartholomew County. The proposed project would replace the bridge structure over East Fork White Creek and include the replacement of existing guardrail. The project would require the reacquisition of approximately 0.41 acre of apparent right-of-way under pavement and the acquisition of approximately 0.91 acre of permanent right-of-way. The project limits would be approximately 1,000 feet in length. The preferred method of traffic maintenance would be a road closure with an official state detour. Construction is anticipated to begin in Spring of 2022.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

- o IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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



7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>  
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

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## Signature(s) of the Applicant

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

### Project Description

This project, Des. 1600503, is located on State Road (SR) 58 over East Fork White Creek, approximately 3.35 miles west of Interstate 65 in Bartholomew County. The proposed project would replace the bridge structure over East Fork White Creek and include the replacement of existing guardrail. The project would require the reacquisition of approximately 0.41 acre of apparent right-of-way under pavement and the acquisition of approximately 0.91 acre of permanent right-of-way. The project limits would be approximately 1,000 feet in length. The preferred method of traffic maintenance would be a road closure with an official state detour. Construction is anticipated to begin in Spring of 2022.

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: 1/28/20

Signature of the INDOT  
Project Engineer or Other Responsible Agent Zachary Hicks

Zachary Hicks

Date: 1/28/20

Signature of the  
For Hire Consultant Eric Brunn

Eric Brunn

## Organization and Project Information

**Project ID:**

**Des. ID:**

**Project Title:** SR 58 over East Fork White Creek - Des. 1600503

**Name of Organization:** Strand Associates Inc.

**Requested by:** Bryce Froderman

## Environmental Assessment Report

### 1. Geological Hazards:

- High liquefaction potential
- Floodway

### 2. Mineral Resources:

- Bedrock Resource: Moderate Potential
- Sand and Gravel Resource: None documented in the area

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

- None documented in the area

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

## **DISCLAIMER:**

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

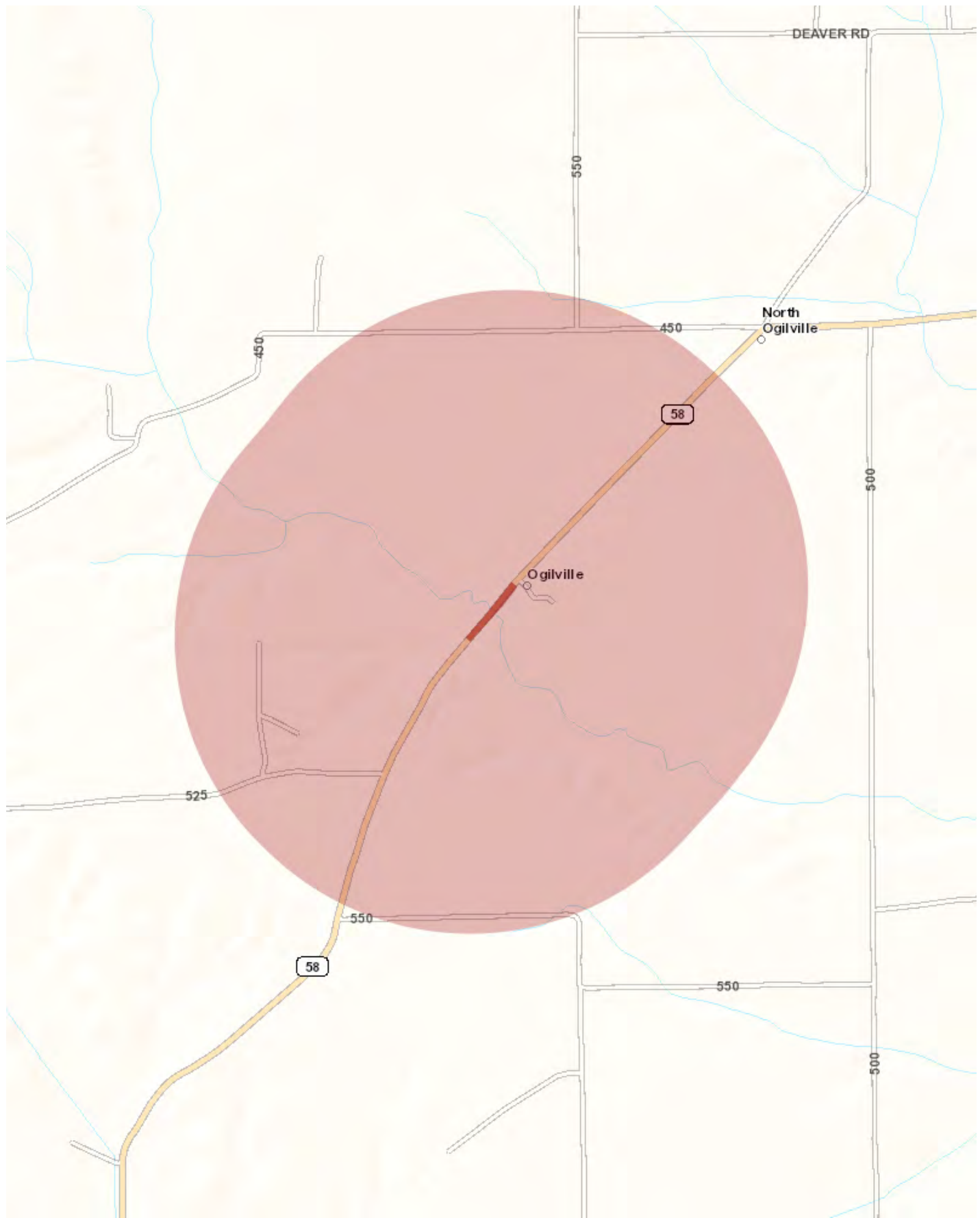
This information was furnished by Indiana Geological Survey

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

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

Phone: 812 855-7428

Date: December 30, 2019



# Metadata:

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

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D  
St. Louis, MO 63103  
Staff Symbol: (dwb)  
Phone: (314) 269-2379  
Fax: (314) 269-2737

16211  
January 30, 2020

Strand Associates, Inc.  
Attn: Mr. Bryce C. Froderman, E.I.T.  
629 Washington Street  
Columbus, IN 47201

Subj: Des. No. 1600503, ID 058-03-10186, SR 58, East Fork White Creek, Bartholomew  
County, IN

Dear Mr. Froderman:

This is in response to your email dated December 30, 2019 and corresponding information requesting whether the Coast Guard will require a permit and navigational lighting for the referenced bridge project. We have examined the proposed project area with regard to its status as a navigable water of the United States for purposes of Coast Guard bridge jurisdiction.

Our examination indicates that there is no sufficient factual support for concluding that East Fork White Creek, Bartholomew County, WI at the project location, has current or historic navigation occurring on this waterway. Since this is the case, a Coast Guard bridge permit or exemption will not be required for the referenced bridge project.

In consideration of the uses of the waterway, bridge lighting is not required.








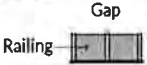

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN  
Bridge Administrator, Western Rivers  
By direction of the District Commander



## Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/9/21, 3:00 PM	DOT Project Number Des. 1600503	Route/Facility Carried SR 58	County Bartholomew
Federal Structure ID 058-03-05885 C	Structure Coordinates (latitude and longitude) 39.12526,-86.016319	Structure Height (approximate) 8 feet	Structure Length 80 feet
<b>Structure Type (check one)</b>		<b>Structure Material (check all that apply)</b>	
<i>Bridge Construction Style</i>		<i>Deck Material</i>	<i>Beam Material</i> <i>End/Back Wall Material</i>
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None <input checked="" type="checkbox"/> Concrete
<input type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Timber
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel <input type="checkbox"/> Stone/Masonry
<input checked="" type="radio"/> Parallel End/Bent 	<input type="radio"/> Other: _____	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber <input type="checkbox"/> Other:
<i>Culvert Type</i>	<i>Other Structure</i>	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
<input type="radio"/> Box		<i>Culvert Material</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="radio"/> Pipe/Round		<input type="checkbox"/> Metal	<input checked="" type="checkbox"/> Unknown
<input type="radio"/> Other: _____		<input type="checkbox"/> Concrete	<i>Notes:</i>
		<input type="checkbox"/> Plastic	
		<input type="checkbox"/> Stone/Masonry	
		<input type="checkbox"/> Other: _____	
<b>Crossings Traversed (check all that apply)</b>		<b>Surrounding Habitat (check all that apply)</b>	
<input checked="" type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input checked="" type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input checked="" type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	Road/trail - Type:	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input type="checkbox"/> Other: _____	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other: _____
<b>Areas Assessed (check all that apply)</b>			
Check all areas that apply. If an area is not present in the structure, check the "not present" box.			
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
<b>Area (check if assessed)</b>	<b>Assessment Notes</b>	<b>Evidence of Bats (include photos if present)</b>	
All crevices and cracks: <input checked="" type="checkbox"/> Bridges/culverts: rough surfaces or imperfections in concrete <input type="checkbox"/> Other structures: soffits, rafters, attic areas	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All guiderails	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All expansion joints	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #    dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Bryce Froderman		Signature: 	



## 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:

October 27, 2021

Consultation code: 03E12000-2022-I-0089

Event Code: 03E12000-2022-E-00769

Project Name: Des. 1600503- SR 58 over East Fork White Creek

Subject: Concurrence verification letter for the 'Des. 1600503- SR 58 over East Fork White Creek' 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 **Des. 1600503- SR 58 over East Fork White Creek** (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.

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

- Monarch Butterfly *Danaus plexippus* Candidate

## **Project Description**

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

### ***Name***

Des. 1600503- SR 58 over East Fork White Creek

### ***Description***

The project is located along SR 58 in Bartholomew County approximately 3.35 miles west of Interstate-65. The project will consist of a replacement of the existing Bridge #058-03-10186. The project will also include the replacement of the existing guardrail along the bridge and installation of revetment riprap along the abutments of the bridge. The area adjacent to the project includes wooded riparian areas along the waterway providing suitable summer habitat. Approximately 0.36 acre of trees will be removed as part of the project. The review of the USFWS database on October 19, 2021 did not indicate the presence of ETR species in the project location. The project is scheduled to be let in December 2022 and constructed from March 2023 through November 2023. Temporary lighting may be used during the project, but it will be directed away from any suitable summer habitat. No permanent lighting is anticipated to be installed.

## Determination Key Result

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

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

*Yes*

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

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

*Yes*

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

*No*

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

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

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

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

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

*No*

12. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

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

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

*No*

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

*Yes*

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

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

*B) During the inactive season*

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

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

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

*No*

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

*Yes*

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

*B) During the inactive season*

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

*Yes*

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

*No*



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

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

Yes

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

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

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

Yes

#### **SUBMITTED DOCUMENTS**

- *Des 1600503 Bat Survey - October 2021.pdf* <https://ecos.fws.gov/ipac/project/BRTEGV4Q5JFWBNG3NF66XDP3Z4/projectDocuments/106439661>



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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

40. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

**41. Tree Removal AMM 1**

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

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

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

Yes

**42. Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

**43. Tree Removal AMM 4**

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

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

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

Yes

**44. Lighting AMM 1**

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

Yes

## Project Questionnaire

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

N/A

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

N/A

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

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

0.36

4. Please describe the proposed bridge work:

*Work involves the replacement of the existing bridge and modification of the approaches on either side of the bridge.*

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

*The proposed bridge work is scheduled to occur from March 2023 through November 2023.*

6. Please enter the date of the bridge assessment:

10/9/21

## Avoidance And Minimization Measures (AMMs)

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

### LIGHTING AMM 1

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

### TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

### TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

### TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

### GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

### TREE REMOVAL AMM 1

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

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

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

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

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



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

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

In Reply Refer To:

October 11, 2021

Consultation Code: 03E12000-2022-SLI-0089

Event Code: 03E12000-2022-E-00242

Project Name: Des. 1600503- SR 58 over East Fork White Creek

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

To Whom It May Concern:

The 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: 03E12000-2022-SLI-0089

Event Code: Some(03E12000-2022-E-00242)

Project Name: Des. 1600503- SR 58 over East Fork White Creek

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Description: The project is located along SR 58 in Bartholomew County approximately 3.35 miles west of Interstate-65. The current proposed project will consist of a replacement of the existing Bridge #058-03-10186. The project will also include the replacement of the existing guardrail along the bridge and installation of revetment riprap along the abutments of the bridge. The area adjacent to the project includes wooded riparian areas along the waterway providing suitable summer habitat. Approximately 0.36 acre of trees will be removed as part of the project. The review of the USFWS database on October 11, 2021 did not indicate the presence of ETR species in the project location. The project is scheduled to be let in December 2022 and constructed from March 2023 through November 2023. Temporary lighting may be used during the project, but will be limited to the active season (mid-April through October) and be directed away from any suitable summer habitat. No permanent lighting is anticipated to be installed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.12520179601081,-86.01640414629573,14z>



Counties: Bartholomew County, Indiana

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

### Mammals

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

### Insects

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

### Critical habitats

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

**APPENDIX D**  
**SECTION 106 OF THE NHPA**

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Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·



September 22, 2021

Karen Wood  
Environmental & Cultural Resources Manager  
SJCA Inc.  
9102 N. Meridian Street, Suite 200  
Indianapolis, Indiana 46260

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 adverse effect” on behalf of the Federal Highway Administration for the SR 58 over the East Fork of White Creek bridge replacement project (Des. No. 1600503; DHPA No. 26250)

Dear Ms. Wood:

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”) has reviewed your September 15, 2021, submission, which enclosed INDOT’s finding and supporting documentation, received by our office the same day for this project in Ohio Township, Bartholomew County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the only historic property present within the project’s area of potential effects is the Red Men Lodge Number 524 Building (Indiana Historic Sites & Structures Inventory #005-448-75037) which is eligible for inclusion in the National Register of Historic Places (“NRHP”).

Furthermore, as previously indicated, a review of the archaeological report indicates that no archaeological resources were documented as a result of the reconnaissance survey. Therefore, we concur with the recommendation that no further archaeological reconnaissance is needed for the proposed project.

Accordingly, we concur with INDOT’s September 15, 2021, Section 106 finding of “No Adverse Effect” on behalf of FHWA for this federal undertaking. We note that FHWA intends to issue a “de minimis” finding pursuant to SAFETEA-LU, satisfying FHWA’s responsibilities under Section 4(f) for the Red Men Lodge Number 524 Building.

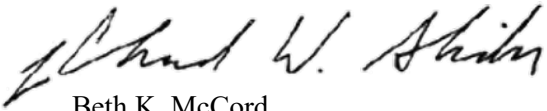
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code

14-21-1-27 and -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 Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. 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.

In all future correspondence about the SR 58 over the East Fork of White Creek Bridge Replacement project in Bartholomew County (Des. No. 1600503), please refer to DHPA No. 26250.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Erica Tait, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Karen Wood, SJCA, Inc.  
Indiana Landmarks Central Regional Office  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Danielle Kauffmann, DNR-DHPA  
Rachel Sharkey, DNR-DHPA

## Karen Wood

---

**From:** Karen Wood  
**Sent:** Wednesday, September 15, 2021 3:47 PM  
**To:** Kauffmann, Danielle M; Sharkey, Rachel; Joshua Biggs  
**Cc:** Kelly, Clint; 'smiller@indot.in.gov'; sbranigin@indot.in.gov  
**Subject:** FHWA Project: Des. No. 1600503; 800.11/finding; SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_RDL\_2021-9-15.pdf

**Des. No.:** 1600503  
**Project Description:** Bridge Replacement Project  
**Location:** SR 58, Bartholomew County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 58 over East Fork of White Creek, Bridge No. 058-03-05885 Replacement Project, Des. No. 1600503.

INDOT, on behalf of FHWA, has signed a determination of “No Adverse Effect” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Adverse Effect” by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Karen Wood  
Environmental & Cultural Resource Manager

SJCA Inc.  
1028 Virginia Ave, Suite 201  
Indianapolis, IN 46203

Tel: 317-566-0629 | Mobile: 317-847-9856



## Karen Wood

---

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Wednesday, September 15, 2021 4:43 PM  
**To:** Diane Hunter; thpo@estoo.net; lheady@delawaretribe.org  
**Cc:** Kumar, Anuradha; Branigin, Susan; Miller, Shaun (INDOT); Moffatt, Charles D; Schneider, Chase; Karen Wood; Carmany-George, Karstin (FHWA)  
**Subject:** FHWA Project: Des. No. 1600503; 800.11/finding; SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_RDL\_2021-9-15.pdf

**Des. No.:** 1600503  
**Project Description:** Bridge Replacement Project  
**Location:** SR 58, Bartholomew County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 58 over East Fork of White Creek, Bridge No. 058-03-05885 Replacement Project, Des. No. 1600503.

INDOT, on behalf of FHWA, has signed a determination of “No Adverse Effect” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Adverse Effect” by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

### Clint Kelly

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

**Office:** (317) 447-8707

**Email:** [ckelly1@indot.in.gov](mailto:ckelly1@indot.in.gov)

**Core Office Hours:** M-F 7:30-3:30





# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

September 15, 2021

This letter was sent to the listed parties.

RE: State Road (SR) 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Bartholomew County, Indiana, Des. No. 1700503; DHPA No. 26250

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of 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.

A Section 106 early coordination letter was distributed on July 24, 2020. On June 4, 2021, a letter was distributed notifying consulting parties that a Historic Properties Report (HPR) and Phase Ia Archaeology Report (Tribes only) were available for review and comment. On August 3, 2021, the Eastern Shawnee Tribe of Oklahoma accepted consulting party status and responded that the “project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe [bold in original removed].”

The proposed undertaking is on SR 58 over the East Fork of the White Creek. The project is 3.35 miles west of Interstate 65, southwest of Columbus in Bartholomew County, Indiana. It is within Ohio township, New Bellsville USGS Topographic Quadrangle, in Section 18, Township 8 North, Range 5 East. The project limits extend from 395 ft. west and 380 ft. east of the existing bridge center.

The existing bridge (058-03-05885) is an 80-foot-long, two-span reinforced concrete girder bridge that was constructed in 1928, rehabilitated in 1980 and 2010. The bridge has a clear roadway width of 28 feet (ft.), 7 inches (in.) and an out-to-out coping of 30 ft. 7 in. The roadway typical section at the bridge is two 11-foot-wide travel lanes with 2 ft. paved shoulders.

The proposed project would involve removing the existing bridge and replacing it with a 126 ft., 6 in. long, three-span slab bridge. Integral end bents would be used at both ends. Existing modern bridge guardrail would be replaced with new concrete FC guardrail. Transition guardrail will be replaced and the existing guardrail along the roadway will be replaced and extended approximately 20 ft. on the northwest quadrant and 30 ft. on the southeast quadrant of the bridge. The end guardrails on the northeast and southwest quadrants will remain the similar length as existing. Riprap drainage turnouts would be constructed at each bridge corner on SR 58 to direct drainage away from the bridge and into drainage ditches. The proposed typical section on the bridge would consist of two 11-foot-wide travel lanes bordered by 4 ft., 8 in. paved shoulders and 1 ft., 6 in. wide FC guardrail, widening the clear roadway width of 31 ft., 4 in and out-to-out coping of 34 ft., 4 in. From the south approach on the existing roadway, the existing profile grade rises approximately 3 ft. to the crest of the bridge and back down 2 ft. before leveling out with the existing roadway. From the southern project limits, the profile grade is proposed to be increased approximately 1 ft., 5 in. by the crest of the bridge before lowering the grade to transition to existing roadway profile at the northern project limits. Temporary right-of-way will be used for construction or reconstruction of drives. It is anticipated that approximately 0.895 acre of permanent and 0.026 acre of temporary right-of-way acquisition will be required for this project. No relocations are anticipated. Letting is anticipated for November 2022.



The purpose of this project is to address the structural deficiencies of the bridge. The need of this project is based on inadequacies found in the bridge inspection conducted January 11, 2018. There is some spalling with exposed rebar around midspan in Beam No. 6 of Span B, Abutment No. 3, and Pier No. 2. There is transverse cracking across the wearing surface around Pier No. 2. There is efflorescence between Beams Nos. 1 and 2 in both spans.

Strand Associates is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA Inc. has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Red Men Lodge Number 524, IHSSI No. 005-448-75037, 8031 South SR 58, is recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP, and no further work is recommended.

On July 1, 2021, SHPO sent a letter responding to the HPR and Archaeology Report. In the letter, SHPO stated that the APE proposed in the HPR appeared "to be of adequate size to encompass the geographic area in which direct and indirect effects a project of this nature could occur." They also agreed that "the Red Men Lodge Number 524 Building (Indiana Historic Sites and Structures Inventory #005-448-75037) is eligible for inclusion in the National Register of Historic Places ("NRHP") under Criterion A. We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project's APE." SHPO also stated that since "no archaeological resources were documented as a result of the reconnaissance survey," they agreed that "no further archaeological reconnaissance is needed for the proposed project."

The effects finding and 800.11(e) documentation are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and respond with 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 you prefer a hard copy of this material, please respond to this email with your request as soon as you can.

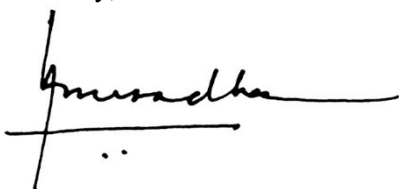
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Karen Wood of SJCA Inc. at (317) 566-0629 or [kwood@sjcainc.com](mailto:kwood@sjcainc.com). All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Karen Wood  
Environmental and Cultural Resources Manager  
SJCA Inc.  
9102 N. Meridian Street, Suite 200  
Indianapolis, IN 46260  
[kwood@sjcainc.com](mailto:kwood@sjcainc.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office Environmental  
Services

Distribution List:

Indiana State Historic Preservation Officer, [DKauffmann@dnr.in.gov](mailto:DKauffmann@dnr.in.gov), [rsharkey@dnr.in.gov](mailto:rsharkey@dnr.in.gov)  
Indiana Landmarks, Central Regional Office, [jbiggs@indianalandmarks.org](mailto:jbiggs@indianalandmarks.org)  
Miami Tribe of Oklahoma  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Edward and Joyce Meyer, Historic property owners of 8031 S SR 58

# Bridge Replacement on SR 58 over the East Fork of White Creek Project

Bartholomew County, Indiana

Des. No. 1400249; DHPA No. 24437

800.11(e) Documentation and Effects Finding

September 2021



Prepared for:  
Strand Associates  
450 E 96<sup>th</sup> St.  
Indianapolis, IN 46240

Karen Wood  
Environmental and Cultural Resource Manager / Qualified Professional  
SJCA, Inc.  
Historic Fountain Square  
1104 Prospect Street  
Indianapolis, IN 46203

p. 317.566.0629

e. kwood@sjcainc.com



**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**

**Bridge Replacement on State Road (SR) 58 over the East Fork of White Creek Project  
Bartholomew County, Indiana  
Des. No. 1600503; DHPA No. 26250**

**AREA OF POTENTIAL EFFECTS**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists of agricultural, residential, and commercial properties. The dimensions of the APE were defined by the riparian corridor east and west from the bridge, the open space of the agricultural fields, and the curve and rise in elevation along SR 58. From the center of the bridge, the APE extends approximately 0.05 mile east of the project at its widest point, 0.08 mile west of the project at its widest point, 0.12 mile north, and 0.09 south of the project. The Archaeological APE consists of 1.3 acres, including all proposed new, temporary, and existing right-of-way as well as any additional areas investigated beyond it. See Appendix A for maps of the APE.

**ELIGIBILITY DETERMINATIONS**

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

There is one resource eligible for listing in the National Register of Historic Places (NRHP):

**Red Men Lodge Number 524 Building (Indiana Historic Sites and Structures Inventory (IHSSI) #005-448-75037, rated “notable”** – is a two-part commercial block structure constructed in 1923. It is recommended eligible for listing in the NRHP under Criterion A for its association with community and organizations and rural commerce and trade in Indiana.

**EFFECT FINDING**

**Red Men Lodge Number 524 Building (IHSSI #005-448-75037)** – The undertaking will have “No Adverse Effect” on the Red Men Lodge Number 524 Building.

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration (FHWA)’s behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

**Red Men Lodge Number 524 Building (IHSSI #005-448-75037)** – This undertaking will convert property from Red Men Lodge Number 524 Building (IHSSI #005-448-75037), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore, FHWA hereby intends to issue a “de minimis” finding for the Red Men Lodge Number 524 Building pursuant to SAFETEA-LU, thereby satisfying FHWA’s responsibilities under Section 4(f) for this historic property.

*Anuradha V. Kumar*

\_\_\_\_\_  
Anuradha V. Kumar, for FHWA

Manager

INDOT Cultural Resources

09/15/2021

\_\_\_\_\_  
Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
“NO ADVERSE EFFECT”  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR 800.5 (c)  
Bridge Replacement on State Road (SR) 58 over the East Fork of White Creek Project  
Bartholomew County, Indiana  
Des. No. 1600503; DHPA No. 26250**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Replacement Project, Des. No. 1600503.

The proposed undertaking is located at SR 58 over the East Fork of the White Creek, 3.35 miles west of Interstate 65 in Bartholomew County, Indiana. It is within Ohio township, New Bellsville USGS Topographic Quadrangle, in Section 18, Township 8 North, Range 5 East.

The purpose of this project is to address the structural deficiencies of the bridge. The need of this project is based on inadequacies found in the bridge inspection conducted January 11, 2018. There is some spalling with exposed rebar around midspan in Beam No. 6 of Span B, Abutment No. 3, and Pier No. 2. There is transverse cracking across the wearing surface around Pier No. 2. There is efflorescence between Beams Nos. 1 and 2 in both spans.

The existing bridge (058-03-05885) is an 80-foot-long, two-span reinforced concrete girder bridge that was constructed in 1928, rehabilitated in 1980 and 2010. The bridge has a clear roadway width of 28 feet (ft.), 7 inches (in.) and an out-to-out coping of 30 ft. 7 in. The roadway typical section at the bridge is two 11-foot-wide travel lanes with 2 ft. paved shoulders. As a prestressed concrete continuous box beam or multiple girder bridge, the subject bridge falls under the Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges (Program Comment) issued by the Advisory Council on Historic Preservation on November 2, 2012 as a common type as defined in Section V. of the Program Comment.

The proposed project would involve removing the existing bridge and replacing it with a 126 ft., 6 in. long, three-span slab bridge. Integral end bents would be used at both ends. Existing modern bridge guardrail would be replaced with new concrete FC guardrail. Transition guardrail will be replaced and the existing guardrail along the roadway will be replaced and extended approximately 20 ft. on the northwest quadrant and 30 ft. on the southeast quadrant of the bridge. The end guardrails on the northeast and southwest quadrants will remain the similar length as existing. Riprap drainage turnouts would be constructed at each bridge corner on SR 58 to direct drainage away from the bridge and into drainage ditches. The proposed typical section on the bridge would consist of two 11-foot-wide travel lanes bordered by 4 ft., 8 in. paved shoulders and 1 ft., 6 in. wide FC guardrail, widening the clear roadway width of 31 ft., 4 in and out-to-out coping of 34 ft., 4 in. From the south approach on the existing roadway, the existing profile grade rises approximately 3 ft. to the crest of the bridge and back down 2 ft. before leveling out with the existing roadway. From the southern project limits, the profile grade is proposed to be increased approximately 1 ft., 5 in. by the crest of the bridge before lowering the grade to transition to existing roadway profile at the northern project limits. Temporary right-of-way will be used for construction or reconstruction of drives. It is anticipated that approximately 0.895 acre of permanent and 0.026 acre of temporary right-of-way acquisition will be required for this project. No relocations are anticipated. Letting is anticipated for November 2022.

The Area of Potential Effects (APE) of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists of agricultural, residential, and commercial properties. The dimensions of the APE were defined by the riparian corridor east and west from the bridge, the

open space of the agricultural fields, and the curve and rise in elevation along SR 58. From the center of the bridge, the APE extends approximately 0.05 mile east of the project at its widest point, 0.08 mile west of the project at its widest point, 0.12 mile north, and 0.09 south of the project. The Archaeological APE refers to the area in which a project would have the potential to impact eligible or potentially eligible archaeological sites, if any were present. The archaeological APE consists of all existing, temporary, and proposed ROW. The APE is 805 ft (245 m) long by 85 ft (26 m) wide for a total of 0.6 ha (1.5 ac). See Appendix A for maps of the APE.

## **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 Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), the INDOT-sponsored *Historic Bridge Inventory* (HBI), and the *Bartholomew County Interim Report* (1980) were consulted. One aboveground resource in the APE was previously surveyed and is recommended eligible for the NRHP: Red Men Lodge Number 524, 8031 South SR 58, IHSSI No. 005-448-75037.

The following parties/agencies were invited to become consulting parties (CPs) to this project and were sent an Early Coordination Letter (ECL) on July 24, 2020. The State Historic Preservation Officer (SHPO) is an automatic consulting party; that office and others that accepted consulting party status are shown in boldface type below. All consulting party correspondence is located in Appendix C.

### **Indiana State Historic Preservation Officer**

Bartholomew County Historian

Bartholomew County Historical Society

Bartholomew County Genealogical Society

### **Indiana Landmarks, Central Regional Office**

Columbus Area Metropolitan Planning Organization

Bartholomew County Commissioners

Bartholomew County Highway Superintendent

### **Eastern Shawnee Tribe of Oklahoma**

#### **Miami Tribe of Oklahoma**

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

### **Delaware Nation of Oklahoma**

Delaware Tribe of Indians

On August 10, 2020, Indiana Landmarks sent a letter accepting consulting party status. In the letter, Indiana Landmarks stated: “We are aware that there are surveyed historic resources located near the project boundaries/Area of Potential Effects (APE). This includes the Meyer Grocery Building (IHSSI #005-448-75037) and the Taylor Farm (005-448-75038). Furthermore, we are interested in learning more about the subject bridge (INDOT Bridge # 058-03-05885; NBI No. 021130).”

On August 12, 2020, the Delaware Nation of Oklahoma sent a letter accepting consulting party status. In the letter, they stated that “the location of the project does not endanger any known cultural, or religious sites of interest to the Delaware Nation.”

On August 19, 2020, the Miami Tribe of Oklahoma sent a letter accepting consulting party status. In the letter, they stated that they offered “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.”

On August 24, 2020, the SHPO sent a letter responding to the ECL. In this letter, SHPO stated that they were “not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT has already invited. However, if right-of-way is likely to be taken

from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible.”

Karen Wood conducted a site visit of the project area on May 24, 2020. The qualified professional historian drove the entire project alignment and APE. She took general photographs of the area. All resources that will be 50 years of age by the time of the project letting (2022) were surveyed, and photographic documentation of Contributing resources was prepared. See Appendix B for photographs. The APE contains no resources listed in or previously determined eligible for inclusion in the NRHP. One resource was recommended eligible for listing in the NRHP: Red Men Lodge Number 524 Building, IHSSI #005-448-75037.

A Historic Property Report (HPR) (Wood, June 2021) and a Phase Ia Archaeology Report (Jackson, June 2021) were prepared by SJCA Inc. and distributed to consulting parties (Archaeology Report Tribes only) for review and comment on June 4, 2021. At this time Edward and Joyce Meyer, the property owners of Red Men Lodge Number 524 Building, 8031 South SR 58, IHSSI #005-448-75037, were invited to become consulting parties. Please see Appendix D for a summary of the HPR and Archaeology Report.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

On July 1, 2021, SHPO sent a letter responding to the HPR and Archaeology Report. In the letter, SHPO stated that the APE proposed in the HPR appeared “to be of adequate size to encompass the geographic area in which direct and indirect effects a project of this nature could occur.” They also agreed that “the Red Men Lodge Number 524 Building (Indiana Historic Sites and Structures Inventory #005-448-75037) is eligible for inclusion in the National Register of Historic Places (“NRHP”) under Criterion A. We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project’s APE.” SHPO also stated that since “no archaeological resources were documented as a result of the reconnaissance survey,” they agreed that “no further archaeological reconnaissance is needed for the proposed project.”

On August 3, 2021, the Eastern Shawnee Tribe accepted consulting party status and responded that the “project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe [bold in original removed].”

None of the other consulting parties provided any additional comments regarding the early coordination letter, HPR, or archaeological report. Please see Appendix C for Consulting Party Correspondence.

### **3. DESCRIBE AFFECTED HISTORIC PROPERTIES**

**Red Men Lodge Number 524 Building (IHSSI #005-448-75037, 8031 SR 58)**, is a two-part commercial block structure, constructed in 1923. This was a former lodge of the Improved Order of Red Men fraternal organization, an offshoot of the Independent Order of Red Men fraternal organization which was established in 1834. The Improved Order split off to pursue philanthropic interests, instead of the political reform aims of the Independent Order. In Indiana, the Improved Order of Red Men stood apart from other fraternal organizations because it was open to the majority of white males, was generally more politically conservative, did not include Christian religious elements, possessed auxiliary organizations for younger members, and incorporated Native American terminology and white interpretations of Native American customs into its structure and meetings. The organization’s lack of strict membership requirements meant that lodges could easily be established in rural communities, like in Bartholomew County. The Improved Order of Red Men held meetings on this structure’s second story while the first operated as a rural grocery store. While the Improved Order of Red Men no longer hold meetings here, this structure is still host to a rural grocery store, making it a rare example of a single property that historically held both a social club and rural store in Bartholomew County. This resource is recommended eligible for listing in the NRHP under Criterion A for its association with community and organizations and rural commerce and trade in Indiana.



#### **4. DESCRIBE THE UNDERTAKING'S EFFECT ON HISTORIC PROPERTIES**

**Red Men Lodge Number 524 Building, 8031 SR 58** – The project will have “No Adverse Effect” on the Red Men Lodge Number 524 Building. The proposed project would involve removing the existing Bridge No. 058-03-05885, an 80 foot (ft.) long, two-span reinforced concrete girder bridge, constructed in 1928, rehabilitated in 1980 and 2010, and replacing it with a new 126 ft., 6 in. long, three-span slab bridge, located approximately 200 ft. southwest of the Red Men Lodge Number 524 Building. The new bridge will retain the existing 11 ft. travel lanes; however, the 2 ft. paved shoulders will increase to 4 ft., 8 in. The profile grade will be raised approximately 1 ft., 5 in. to smooth out the 3 ft. vertical variance throughout the project limits. Existing guardrail would be removed and replaced with new guardrail. The existing guardrail in the northwest and southeast quadrants will be replaced and extended approximately 20 ft. The other two quadrants will remain the same in guardrail length. Riprap will be placed around the proposed end bents. It is anticipated that approximately 304.92 square feet (0.007 acre) of permanent right-of-way and 217.8 square feet (0.005 acre) of temporary right-of-way will be acquired from the Red Men Lodge Number 524 Building. The temporary right-of-way will be used to reconstruct the existing driveway entrance and the permanent right-of-way will be used for transitional milling of the roadway.

#### **5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT – INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS**

According to 36 CFR 800.5(a)(1) “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association.”

**Red Men Lodge Number 524 Building** – The project will have “No Adverse Effect” on the resource.

Per 36 CFR 800.5(a)(2)(i), “Physical destruction of or damage to all or part of the property” will not occur. While there will 304.92 square feet (0.007 acre) of permanent right-of-way and 217.8 square feet (0.005 acre) of temporary right-of-way acquired from the property for driveway reconstruction and transitional milling of the roadway, no historic elements of the Red Men Lodge Number 524 Building will be removed or damaged.

Per 36 CFR 800.5(a)(2)(ii), “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines” will not occur.

Per 36 CFR 800.5(a)(2)(iii), “Removal of the property from its historic location” will not occur. The project will not remove the property from its historic location.

Per 36 CFR 800.5(a)(2)(iv), “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance” will not occur. Approximately 304.92 square feet (0.007 acre) of permanent right-of-way and 217.8 square feet (0.005 acre) of temporary right-of-way will be acquired for driveway reconstruction and transitional roadway milling. The existing 80 ft. long bridge located approximately 200 feet southwest of the property will be removed and replaced with a 126 ft., 6 in. bridge, resulting in a longer bridge length. The existing bridge was not identified in the IHBBCM or the HBI and falls under the Program Comment. Project elements include the following: 1) Widening the bridge deck to accommodate wider paved shoulders; 2) Replacing existing modern guardrail with concrete bridge rail and extending the transition guardrail along the northwest and southeast quadrants—the guardrail adjacent to the historic property will remain the same length as existing; 3) Reconstructing drive entrances; 4) Raising the profile grade approximately 1 ft., 5 in. to smooth out the existing 3 ft. vertical variance throughout the project limits; and 5) Placing riprap around the end bents. While the proposed bridge will be longer and wider with a slightly raised roadway profile, these project elements propose to upgrade an existing bridge that has been previously altered and is not historically associated with the Red Men Lodge Number 524 Building. While the proposed bridge will have an impact upon the setting of the Red Men Lodge Number 524 Building, these project



elements will not substantially obstruct or change the view within its rural setting. Because this bridge has been previously altered and the setting will not be substantially altered, replacing it will not change any features that contribute to the historic significance of the Red Men Lodge Number 524 Building.

Per 36 CFR 800.5(a)2(v), the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features” will not occur. Approximately 304.92 square feet (0.007 acre) of permanent right-of-way and 217.8 square feet (0.005 acre) of temporary right-of-way will be acquired for driveway reconstruction and transitional roadway milling. The existing 80 ft. long, two-span concrete girder bridge, constructed in 1928 and rehabilitated in 1980 and 2010, is located approximately 200 ft. southwest of the property. The existing bridge was not identified in the IHBBCM or the HBI and falls under the Program Comment. The proposed bridge is a 126 ft., 6 in. long, three-span slab bridge with integral end bents and spill through slopes. Project elements include the following: 1) Widening the bridge deck to accommodate wider paved shoulders; 2) Replacing existing modern guardrail with concrete bridge rail and extending the transition guardrail along the northwest and southeast quadrants—the guardrail adjacent to the historic property will remain the same length as existing; 3) Reconstructing drive entrances; 4) Raising the profile grade approximately 1 ft., 5 in. to smooth out the existing 3 ft. vertical variance throughout the project limit; and 5) Placing riprap around the end bents. The introduction of these project elements will result in a minor visual impact to the historic property, presenting a longer and wider bridge with a slightly higher roadway profile within its viewshed. Because the proposed bridge will be replacing a previously altered bridge that is not historically associated with the historic setting of the historic property, replacing the existing bridge will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)2(vi), “Neglect of a property which causes its deterioration...” will not occur as a result of this project. The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)2(vii), the “Transfer, lease, or sale of property out of Federal ownership or control...” will not occur. Ownership of the historic property will not change as a result of this project.

## **6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS**

On July 24, 2020, an Early Coordination Letter (ECL) was distributed to consulting parties.

In a letter dated August 10, 2020, Indiana Landmarks stated, “We are aware that there are surveyed historic resources located near the project boundaries/Area of Potential Effects (APE). This includes the Meyer Grocery Building (IHSSI #005-448-75037) and the Taylor Farm (005-448-75038). Furthermore, we are interested in learning more about the subject bridge (INDOT Bridge # 058-03-05885; NBI No. 021130).”

On August 12, 2020, the Delaware Nation of Oklahoma accepted consulting party status.

On August 19, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

On August 24, 2020, SHPO staff responded to the early coordination letter, stating that they were unaware of any additional parties who should be invited to participate in the Section 106 consultation on this project.

A Historic Property Report (HPR) was completed for the project (Karen Wood, June 2021). This report, along with the Phase Ia Archaeology Report, was distributed on June 4, 2021, to consulting parties (Archaeology Report Tribes only). At that time Edward and Joyce Meyer, the property owners of Red Men Lodge Number 524 Building, IHSSI #005-448-75037, were invited to become consulting parties.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

On July 1, 2021, SHPO agreed that the APE proposed in the HPR appeared to be of adequate size, that the Red

Men Lodge Number 524 Building (IHSSI #005-448-75037) was eligible for inclusion in the NRHP, that there are no other historic properties listed or eligible for inclusion in the NRHP, and that no further archaeological investigation is needed for this project.

On August 3, 2021, the Eastern Shawnee Tribe of Oklahoma accepted consulting party status.

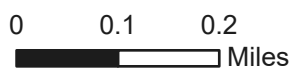
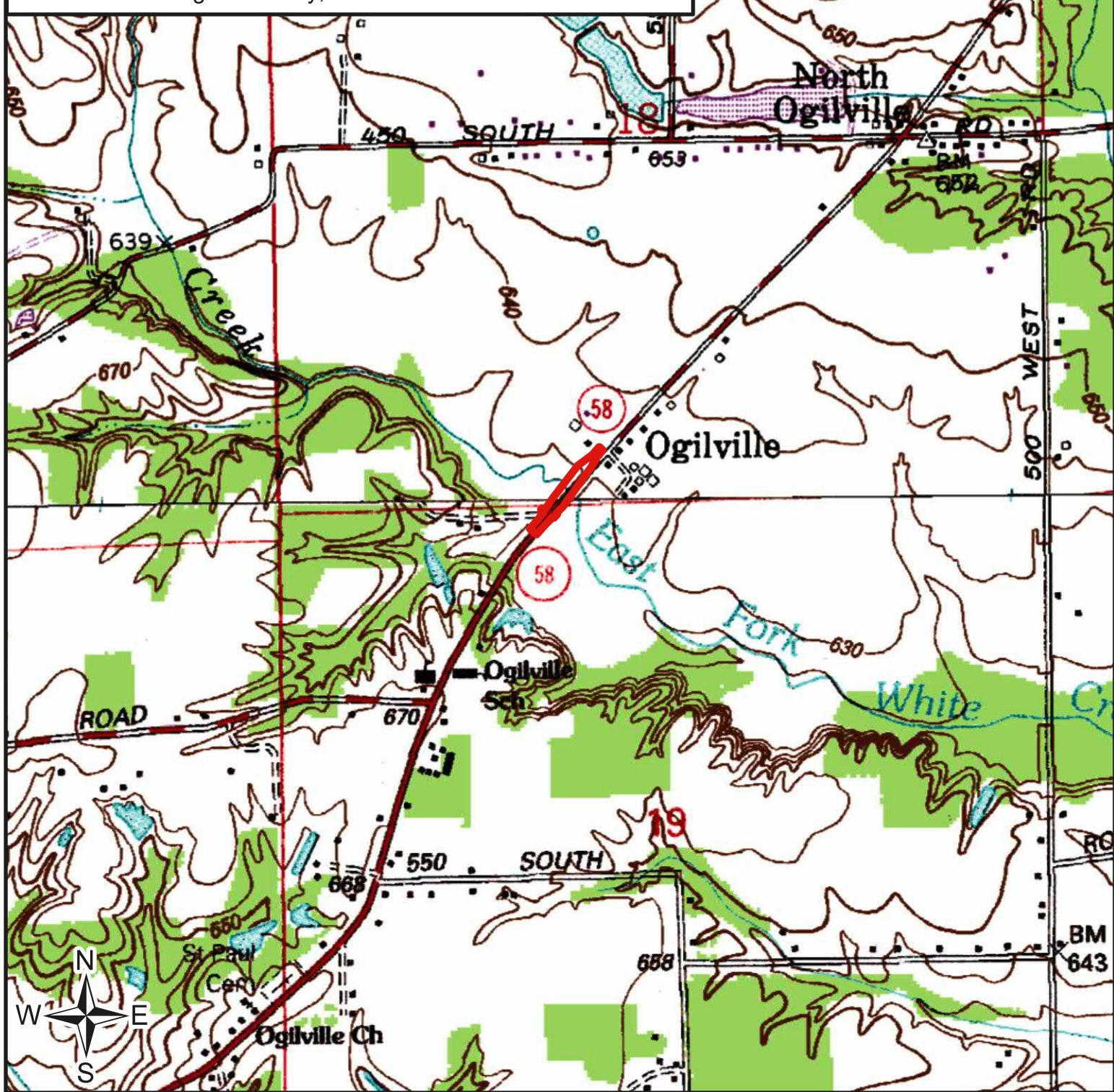
None of the other consulting parties provided any additional comments. Please see Appendix C for Consulting Party Correspondence.

This finding will be advertised as a legal notice in a local paper, *The Republic* (Bartholomew Co., IN) and the public will be given a 30-day period in which to comment on the finding of effects. This documentation will be revised to reflect any substantive comments received.

## **APPENDICES**

- A – Maps
- B – Photographs
- C – Consulting Party Correspondence
- D – Historic Property Report and Archaeology Report Summaries
- E – Current Plans

Topographic Map(1:12,000)  
 Bridge Replacement Project  
 SR 58 over East Fork of White Creek  
 Des. No. 1600503  
 New Bellsville and Wayman Quads, Bartholomew County, Indiana  
 Source: US Geological Survey, PLSS



Project Area





Historic Property Boundary Map (1:576)  
Bridge Replacement Project  
SR 58 over East Fork of White Creek  
Des. No. 1600503  
Bartholomew County, Indiana  
Source: Indiana Orthoimagery, 2011-2013



Redmen Lodge Number  
524 Building,  
IHSSI #005-448-75037

58



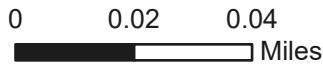
0 25 50  
US Feet

- ▭ Proposed Permanent Right-of-Way
- ▭ Proposed Temporary Right-of-Way
- ▭ Historic Property Boundary
- ▭ Property Lines





Photo Location and Orientation Map (1:1,800)  
Bridge Replacement Project  
SR 58 over East Fork of White Creek  
Des. No. 1600503  
Bartholomew County, Indiana  
Source: Indiana Orthoimagery, 2011-2013






-  Project Area
-  Area of Potential Effect
-  Photo Point







Photo 1: Facing northeast on SR 58 at northern end of APE



Photo 2: Facing southwest on SR 58 at northern end of APE, toward IHSSI No. 005-448-7503





Photo 3: Facing northwest toward Taylor Farm, IHSSI No. 005-448-75038



Photo 4: Facing southwest on SR 58 at northeastern limits of project area from notable resource

Consulting Party List Des. No. 1600503  
 Participating Consulting Parties are Highlighted

<b>Name</b>	<b>Organization</b>	<b>email</b>
Chad Slider	Department of Natural Resources	<a href="mailto:cslider@dnr.in.gov">cslider@dnr.in.gov</a>
Dr. Tamara Stone Iorio	Bartholomew County	<a href="mailto:tstoneiorio@comcast.net">tstoneiorio@comcast.net</a>
Dianne Robbins	Bartholomew County Historical Society	<a href="mailto:d Robbins@bartholomewhistory.org">drobbins@bartholomewhistory.org</a>
Joshua Biggs	Indiana Landmarks, Central Regional Office	<a href="mailto:jbiggs@indianalandmarks.org">jbiggs@indianalandmarks.org</a>
Laura Thayer	Columbus Area Metropolitan Planning Organization	<a href="mailto:lthayer@columbus.in.gov">lthayer@columbus.in.gov</a>
Carl H. Lienhoop	Bartholomew County Commissioners	<a href="mailto:carl.lienhoop@bartholomew.in.gov">carl.lienhoop@bartholomew.in.gov</a>
Larry Kleinhnz	Bartholomew County Commissioners	<a href="mailto:larry.kleinhenz@bartholomew.in.gov">larry.kleinhenz@bartholomew.in.gov</a>
Rick Flohr	Bartholomew County Commissioners	<a href="mailto:rick.flohr@bartholomew.in.gov">rick.flohr@bartholomew.in.gov</a>
Dwight D. Smith	Bartholomew County Highway Department	<a href="mailto:ddsmith@bartholomew.in.gov">ddsmith@bartholomew.in.gov</a>
Edward and Joyce Meyer	Bartholomew County Council Property owners of 8031 South SR 58	

Tribes

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Delaware Nation of Oklahoma
- Delaware Tribe of Indians



## Karen Wood

---

**From:** Heather Dewey  
**Sent:** Friday, July 24, 2020 1:30 PM  
**To:** Slider, Chad (DNR); tstoneiorio@comcast.net; drobbins@bartholomewhistory.org; revmdspeer@hotmail.com; jbiggs@indianalandmarks.org; lthayer@columbus.in.gov; carl.lienhoop@bartholomew.in.gov; larry.kleinhenz@bartholomew.in.gov; rick.flohr@bartholomew.in.gov; ddsmith@bartholomew.in.gov  
**Cc:** Karen Wood; Kelly, Clint; Miller, Shaun (INDOT); Kumar, Anuradha; Branigin, Susan; Brunn, Eric  
**Subject:** Des. No. 1600503; SR 58 over East Fork of White Creek Bridge Replacement Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_ECL\_2020-7-24.pdf

Des. No.: 1600503

Project Description: Bridge Replacement on State Road (SR) 58 over East Fork of White Creek

Location: Bartholomew County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over the East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503.

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 State Historic Preservation Officer  
 Bartholomew County Historian  
 Bartholomew County Genealogical Society  
 Bartholomew County Historical Society  
 Indiana Landmarks, Central Regional Office  
 Columbus Area Metropolitan Planning Organization  
 Bartholomew County Commissioners  
 Bartholomew County Highway Superintendent  
 Eastern Shawnee Tribe of Oklahoma  
 Miami Tribe of Oklahoma  
 Peoria Tribe of Indians of Oklahoma  
 Pokagon Band of Potawatomi Indians  
 Shawnee Tribe  
 Delaware Nation of Oklahoma  
 Delaware Tribe of Indians

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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Heather Dewey  
Cultural Resources Associate



Historic Fountain Square  
1104 Prospect Street  
Indianapolis, IN 46203

p 317.634.4110  
f 866.422.2046 (toll free)

## Karen Wood

---

**From:** Miller, Shaun (INDOT) <smiller@indot.IN.gov>  
**Sent:** Friday, July 24, 2020 1:40 PM  
**To:** thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov); tonya@shawnee-tribe.com; Erin Thompson; dkelly@delawarenation-nsn.gov; lheady@delawaretribe.org  
**Cc:** Kelly, Clint; Karen Wood; Heather Dewey; Allen, Michelle (FHWA)  
**Subject:** FW: Des. No. 1600503; SR 58 over East Fork of White Creek Bridge Replacement Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_ECL\_2020-7-24.pdf

Des. No.: 1600503

Project Description: Bridge Replacement on State Road (SR) 58 over East Fork of White Creek

Location: Bartholomew County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over the East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503.

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 State Historic Preservation Officer  
 Bartholomew County Historian  
 Bartholomew County Genealogical Society  
 Bartholomew County Historical Society  
 Indiana Landmarks, Central Regional Office  
 Columbus Area Metropolitan Planning Organization  
 Bartholomew County Commissioners  
 Bartholomew County Highway Superintendent  
 Eastern Shawnee Tribe of Oklahoma  
 Miami Tribe of Oklahoma  
 Peoria Tribe of Indians of Oklahoma  
 Pokagon Band of Potawatomi Indians  
 Shawnee Tribe  
 Delaware Nation of Oklahoma  
 Delaware Tribe of Indians

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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto: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



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

July 24, 2020

This letter was sent to the listed parties.

RE: State Road (SR) 58 over the East Fork of White Creek, Bridge Replacement, Des. No. 1600503, Bartholomew County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over the East Fork of White Creek, Bridge Replacement Project, Des. No. 1600503. Strand Associates, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

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.

The proposed undertaking is on SR 58 over the East Fork of White Creek. The project is 3.35 miles west of Interstate 65, southwest of Columbus in Bartholomew County, Indiana. It is within Ohio Township, New Bellsville USGS Topographic Quadrangle, in Section 18, Township 8 North, Range 5 East.

The subject bridge (INDOT Bridge # 058-03-05885; NBI No. 021130) is a two-span reinforced concrete girder bridge that was originally constructed in 1928, rehabilitated in 1980 and 2010. The bridge floor is 80-foot 0-inches out-to-out with a clear roadway of 28 feet 5 inches. The bridge crosses East Fork White Creek at no skew. The supports are abutments and pier on spread footings.

The proposed project involves removing the existing bridge and replacing it with a new three-span slab bridge with a 100-foot out-to-out bridge length and spill through slopes. Integral end bents would be used at both ends. Existing guardrail would be removed and replaced with new guardrail. Riprap drainage turnouts would be constructed at each bridge corner on SR 58 to direct drainage away from the bridge and into drainage ditches. Riprap would be placed around the proposed end bents to protect from future scour. The proposed typical approach section would consist of two 11-foot travel lanes bordered by 3-foot shoulders. The proposed guardrail offset of 4 feet will result in a bridge railing offset of 8 inches on the bridge. The proposed bridge clear roadway width is 31 feet 4 inches. Anticipated right-of-way acquisition is currently 1.12 acres of permanent and 0.01 acre of temporary. No relocations are anticipated. Letting is anticipated for December 8, 2021.

The purpose of this project is to address the structural deficiencies of the bridge. The need of this project is based on inadequacies found in the bridge inspection conducted January 11, 2018. There is some spalling with exposed rebar around midspan in Beam No. 6 of Span B, Abutment No. 3, and Pier No. 2. There is transverse cracking across the wearing surface around Pier No. 2. There is efflorescence between Beams Nos. 1 and 2 in both spans.

[www.in.gov/dot/](http://www.in.gov/dot/)  
**An Equal Opportunity Employer**



Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

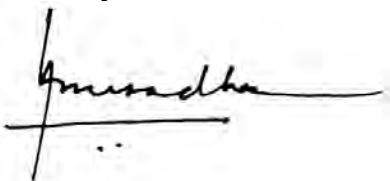
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of Green 3, LLC at (317) 634-4110 or [karen@green3studio.com](mailto:karen@green3studio.com). All future responses regarding the proposed project should be forwarded to Green 3, LLC at the following address:

Karen Wood  
Environmental and Cultural Resources Manager  
Green 3, LLC  
1104 Prospect Street  
Indianapolis, Indiana, 46203  
[karen@green3studio.com](mailto:karen@green3studio.com)

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

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

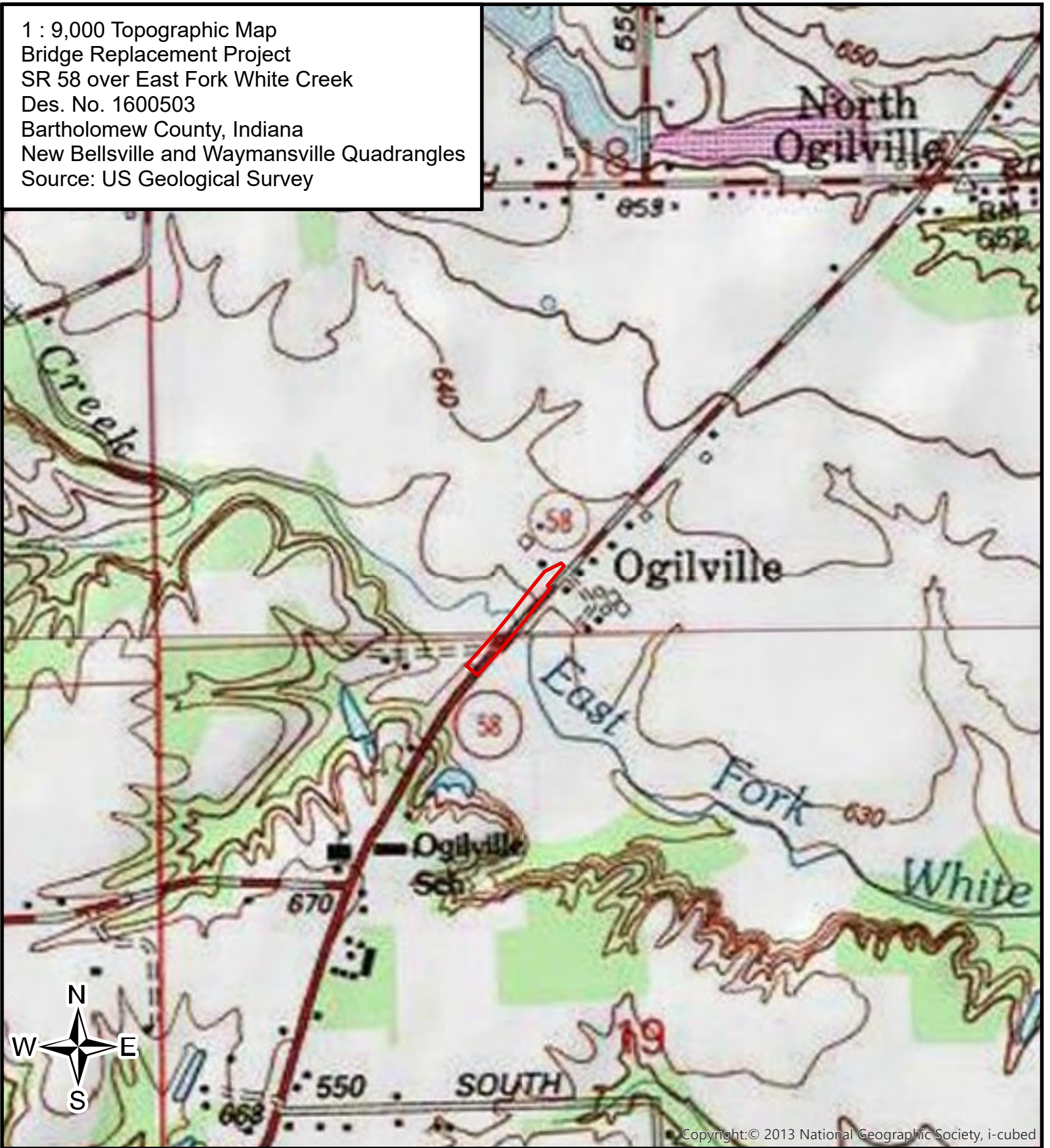
Enclosures:  
Topographic Map

Distribution List:

Indiana State Historic Preservation Officer, [cslider@dnr.IN.gov](mailto:cslider@dnr.IN.gov)  
Bartholomew County Historian, [tstoneiorio@comcast.net](mailto:tstoneiorio@comcast.net)  
Bartholomew County Historical Society, [drobbins@bartholomewhistory.org](mailto:drobbins@bartholomewhistory.org)  
Bartholomew County Genealogical Society, [revmdspeer@hotmail.com](mailto:revmdspeer@hotmail.com)  
Indiana Landmarks, Central Regional Office, [jbiggs@indianalandmarks.org](mailto:jbiggs@indianalandmarks.org)  
Columbus Area Metropolitan Planning Organization, [ltayer@columbus.in.gov](mailto:ltayer@columbus.in.gov)  
Bartholomew County Commissioners, [carl.lienhoop@bartholomew.in.gov](mailto:carl.lienhoop@bartholomew.in.gov), [larry.kleinhenz@bartholomew.in.gov](mailto:larry.kleinhenz@bartholomew.in.gov),  
[rick.flohr@bartholomew.in.gov](mailto:rick.flohr@bartholomew.in.gov)  
Bartholomew County Highway Superintendent, [ddsmith@bartholomew.in.gov](mailto:ddsmith@bartholomew.in.gov)  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Delaware Nation of Oklahoma  
Delaware Tribe of Indians



1 : 9,000 Topographic Map  
 Bridge Replacement Project  
 SR 58 over East Fork White Creek  
 Des. No. 1600503  
 Bartholomew County, Indiana  
 New Bellsville and Waymansville Quadrangles  
 Source: US Geological Survey



Copyright: © 2013 National Geographic Society, i-cubed

0 0.07 0.15  
 Miles

 Project Area

green • 3  


6/30/2020





Central Regional Office

1201 Central Avenue, Indianapolis, IN 46202

317 639 4534 / 800 450 4534 / [www.indianalandmarks.org](http://www.indianalandmarks.org)

August 10, 2020

Karen Wood  
Environmental and Cultural Resources Manager  
Green 3, LLC  
1104 Prospect Street  
Indianapolis, Indiana, 46203

RE: Des. No. 1600503, State Road (SR) 58 over the East Fork of White Creek, Bridge Replacement,  
Bartholomew County, Indiana

Dear Ms. Wood:

Thank you for the opportunity to comment on the above undertaking. Indiana Landmarks agrees to be a consulting party for this project. We are interested in learning more about the project as time progresses.

We are aware that there are surveyed historic resources located near the project boundaries/Area of Potential Effects (APE). This includes the Meyer Grocery Building (IHSSI #005-448-75037) and the Taylor Farm (005-448-75038). Furthermore, we are interested in learning more about the subject bridge (INDOT Bridge # 058-03-05885; NBI No. 021130). We look forward to reviewing the forthcoming Historic Property Report for this project.

We appreciate your consideration and will look forward to remaining involved in the Section 106 process for this project.

Sincerely,

Joshua Biggs  
Community Preservation Specialist



*The Delaware Nation*  
**Historic Preservation Department**  
 31064 State Highway 281  
 Anadarko, OK 73005  
 Phone (405)247-2448

August 12, 2020

To Whom It May Concern:

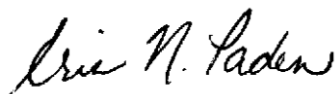
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

**Project(s): SR 58 over the East Fork of White Creek, Bridge Replacement, Des. No. 1600503, Bartholomew County, Indiana**

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin Paden  
 Director of Historic Preservation  
 Delaware Nation  
 31064 State Highway 281  
 Anadarko, OK 73005  
 Ph. 405-247-2448 ext. 1403  
 epaden@delawarenation-nsn.gov



## 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](http://www.miamination.com)



Via email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

August 19, 2020

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

Re: Des. No. 1600503; SR 58 over East Fork of White Creek Bridge Replacement Project,  
 Bartholomew County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1600503.

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, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, 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](mailto: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

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



August 24, 2020

Karen Wood  
Green 3, LLC  
1104 Prospect Street  
Indianapolis, Indiana 46203

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

Re: Early coordination letter for the SR 58 over the East Fork of White Creek bridge replacement  
project, Ohio Township, Bartholomew County, Indiana (Des. No. 1600503; DHPA No. 26250)

Dear Ms. Wood:

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 July 24, 2020 early coordination letter, which we received August 11, 2020 for the aforementioned project.

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. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

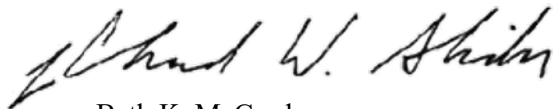
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. 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.

Karen Wood  
August 24, 2020  
Page 2

In all future correspondence about the SR 58 over the East Fork of White Creek bridge replacement in Ohio Township, Bartholomew County (Des. No. 1600503), please refer to DHPA No. 26250.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Erica Tait, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Shirley Clark, INDOT  
Karen Wood, Green 3, LLC  
Rachel Sharkey, INDNR-DHPA  
Danielle Kauffmann, INDNR-DHPA

## Karen Wood

---

**From:** Karen Wood  
**Sent:** Friday, June 4, 2021 11:57 AM  
**To:** Kauffmann, Danielle M; Sharkey, Rachel; Joshua Biggs  
**Cc:** Kelly, Clint; Branigin, Susan; Moffatt, Charles D; 'smiller@indot.in.gov'; 'akumar@indot.in.gov'; Brunn, Eric; Schneider, Chase  
**Subject:** FHWA Project: Des. No. 1600503; HPR and Arch report; State Road 58 over East Fork of White Creek Bridge Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_RDL\_2021-6-04.pdf

**Des. No.:** 1600503

**Project Description:** State Road 58 over East Fork of White Creek bridge replacement project

**Location:** Ohio Township, Bartholomew County

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503. The Section 106 Early Coordination Letter for this project was originally distributed on July 24, 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 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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Karen Wood  
 Environmental & Cultural Resource Manager

SJCA Inc.  
 1104 Prospect Street  
 Indianapolis, IN 46203

Tel: 317-566-0629 | Mobile: 317-847-9856



## Karen Wood

---

**From:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Sent:** Friday, June 4, 2021 2:43 PM  
**To:** thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com;  
 Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com;  
 lheady@delawaretribe.org; Erin Paden  
**Cc:** Kumar, Anuradha; Branigin, Susan; Miller, Shaun (INDOT); Moffatt, Charles D; Schneider, Chase; Karen Wood; Carmany-George, Karstin (FHWA)  
**Subject:** FHWA Project: Des. No. 1600503; HPR and Arch report; State Road 58 over East Fork of White Creek Bridge Project, Bartholomew County, Indiana  
**Attachments:** SR58\_Des1600503\_RDL\_2021-6-04.pdf

**Des. No.:** 1600503

**Project Description:** State Road 58 over East Fork of White Creek bridge replacement project

**Location:** Ohio Township, Bartholomew County

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503. The Section 106 Early Coordination Letter for this project was originally distributed on July 24, 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 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 as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

### Clint Kelly

*Historian*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

**Office:** (317) 447-8707

**Email:** [ckelly1@indot.in.gov](mailto:ckelly1@indot.in.gov)

**Core Office Hours:** M-F 7:30-3:30







## INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

June 4, 2021

This letter was sent to the listed parties.

RE: State Road (SR) 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Bartholomew County, Indiana, Des. No. 1600503, DHPA No. 26250

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 58 over East Fork of White Creek, Bridge No. 058-03-05885 Project, Des. No. 1600503.

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.

A Section 106 early coordination letter was distributed on July 24, 2020.

The proposed undertaking is on SR 58 over the East Fork of the White Creek. The project is 3.35 miles west of Interstate 65, southwest of Columbus in Bartholomew County, Indiana. It is within Ohio Township, New Bellsville USGS Topographic Quadrangle, in Section 18, Township 8 North, Range 5 East. The project limits extend from 395 ft. west and 380 ft. east of the existing bridge center.

The proposed project involves removing the existing bridge and replacing it with a new three-span slab bridge with a 100-foot out-to-out bridge length and spill through slopes. Integral end bents would be used at both ends. Existing guardrail would be removed and replaced with new guardrail. Riprap drainage turnouts would be constructed at each bridge corner on SR 58 to direct drainage away from the bridge and into drainage ditches. Riprap would be placed around the proposed end bents to protect from future scour. The proposed typical approach section would consist of two 11-foot travel lanes bordered by 3-foot shoulders. The proposed guardrail offset of 4 feet will result in a bridge railing offset of 8 inches on the bridge. The proposed bridge clear roadway width is 31 feet 4 inches. Temporary right-of-way will be used for construction or reconstruction of drives. It is anticipated that approximately 0.895 acre of permanent and 0.026 acre of temporary right-of-way acquisition will be required for this project. No relocations are anticipated. Letting is anticipated for December 8, 2021 but may change to 2022.

The purpose of this project is to address the structural deficiencies of the bridge. The need of this project is based on inadequacies found in the bridge inspection conducted January 11, 2018. There is some spalling with exposed rebar around midspan in Beam No. 6 of Span B, Abutment No. 3, and Pier No. 2. There is transverse



cracking across the wearing surface around Pier No. 2. There is efflorescence between Beams Nos. 1 and 2 in both spans.

Strand Associates is under contract with INDOT to advance the environmental documentation for the referenced project. SJCA Inc. (formerly Green 3, LLC) has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Red Men Lodge Number 524, IHSSI No. 005-448-75037, 8031 South SR 58, is recommended as eligible for listing in the NRHP. It is anticipated that approximately 0.007 acre of permanent and 0.005 acre of temporary right-of-way will be acquired from the Red Men Lodge Number 524. The temporary right-of-way would be used to reconstruct the existing driveway entrance and the permanent right-of-way would be used for transitional milling of the roadway. See enclosed plan sheets for reference.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

On August 10, 2020, Indiana Landmarks accepted consulting party status. They noted that several surveyed properties were within the project boundaries. These properties were discussed in the Historic Property Report.

On August 12, 2020, the Delaware Nation of Oklahoma accepted consulting party status.

On August 19, 2020, the Miami Tribe of Oklahoma accepted consulting party status.

The Historic Property Report and Archaeology Report (Tribes only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with 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 you

prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

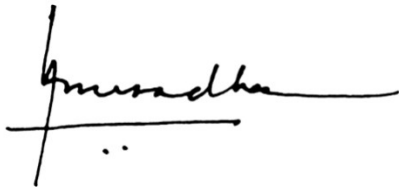
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Karen Wood of SJCA Inc. at 317.566.0629 or [kwood@sjcainc.com](mailto:kwood@sjcainc.com). All future responses regarding the proposed project should be forwarded to SJCA Inc. at the following address:

Karen Wood  
Environmental and Cultural Resources Manager  
SJCA Inc.  
1104 Prospect Street  
Indianapolis, Indiana, 46203  
[kwood@sjcainc.com](mailto:kwood@sjcainc.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosed:

Aerial Map of Project APE  
Plan sheet showing historic property boundary

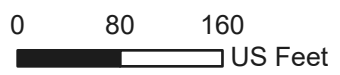
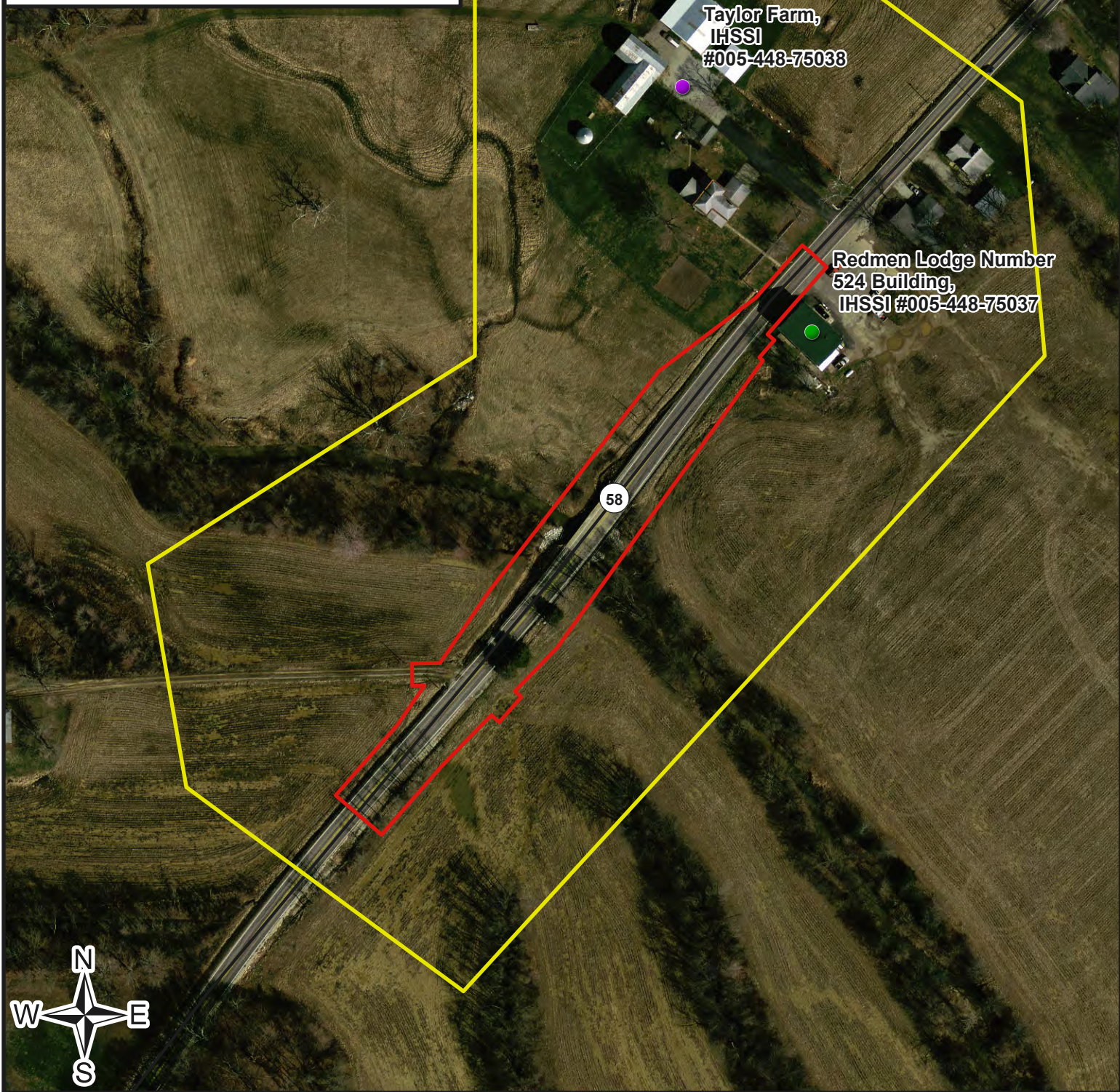
Distribution List:

State Historic Preservation Officer, [dkauffmann@dnr.in.gov](mailto:dkauffmann@dnr.in.gov), [rsharkey@dnr.in.gov](mailto:rsharkey@dnr.in.gov)  
Indiana Landmarks, Central Regional Office, [jbiggs@indianalandmarks.org](mailto:jbiggs@indianalandmarks.org)  
Miami Tribe of Oklahoma  
Delaware Nation of Oklahoma  
Edward and Joyce Meyer, Historic Property owners of 8031 South SR 58\*

\*Consulting party being invited for first time



Area of Potential Effects Map (1:1,800)  
Bridge Replacement Project  
SR 58 over East Fork of White Creek  
Des. No. 1600503  
Bartholomew County, Indiana  
Source: Indiana Orthoimagery, 2011-2013



- Project Area
- Project APE





Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
 Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



July 1, 2021

Karen Wood  
 Environmental & Cultural Resources Manager  
 SJCA, Inc.  
 1104 Prospect Street  
 Indianapolis, Indiana 46203

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

Re: Historic property report (Wood, 6/2021) and phase Ia archaeological records check and reconnaissance survey report (Jackson, 6/3/2021) for the SR 58 over the East Fork of White Creek bridge replacement project, Ohio Township, Bartholomew County, Indiana (Des. No. 1600503; DHPA No. 26250)

Dear Ms. Wood:

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”) has reviewed your June 4, 2021 submission, received by our office the same day for this project.

The area of potential effects (“APE”) proposed in the historic property report (“HPR”; Wood, 6/2021) appears to be of adequate size to encompass the geographic area in which direct and indirect effects a project of this nature could occur.

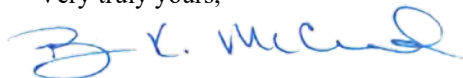
For the purposes of the Section 106 review of this federal undertaking, we agree that the Red Men Lodge Number 524 Building (Indiana Historic Sites and Structures Inventory #005-448-75037) is eligible for inclusion in the National Register of Historic Places (“NRHP”) under Criterion A. We agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project’s APE.

In terms of archaeological resources, thank you for the submission of the archaeological short report (Jackson, 6/3/2021). A review of the report indicates that no archaeological resources were documented as a result of the reconnaissance survey. Therefore, we concur with the recommendation that no further archaeological reconnaissance is needed for the proposed project.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. 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.

In all future correspondence about the SR 58 over the East Fork of White Creek bridge replacement in Ohio Township, Bartholomew County (Des. No. 1600503), please refer to DHPA No. 26250.

Very truly yours,



Beth K. McCord  
 Deputy State Historic Preservation Officer

Karen Wood  
July 1, 2021  
Page 2

BKM:DMK:RAS:ras

emc: Erica Tait, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Karen Wood, SJCA, Inc.  
Indiana Landmarks Central Regional Office  
Miami Tribe of Oklahoma  
Delaware Nation of Oklahoma  
Rachel Sharkey, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

August 3, 2021

INDOT Indiana Department of Environmental Services  
100 N. Senate Ave  
Indianapolis, IN 46204

**RE: Des. No. 1600503, Bartholomew County, Indiana**

Dear Mr. Miller,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Bartholomew County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton".

Paul Barton, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 666-5151 Ext:1833





**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

November 1, 2021

INDOT - Indiana Department of Transportation  
100 N. Senate Ave. IGCN642  
Indianapolis, IN 46201

**RE: *Des No 1600503, Bartholomew County, Indiana***

Dear Mr. Miller,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Bartholomew County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)  
Eastern Shawnee Tribe of Oklahoma  
(918) 666-5151 Ext:1833