

Categorical Exclusion
Appendix C
Early Coordination



February 6, 2019

Sample Early
Coordination Letter

Re: Des. No. 1700076
Bridge Replacement
SR 14 over Gaff Ditch, 2.27 miles east of US 41
Newton County, Indiana

Dear :

Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), LaPorte District propose to proceed with a project (Des. No. 1700076) which involves replacing the existing bridge (Bridge No. 014-56-03655) carrying SR 14 over Gaff Ditch (Beaver Creek). The existing bridge is an earth-filled reinforced concrete arch bridge. The proposed project would replace the existing bridge with a new bridge. This letter is part of the early coordination phase of the environmental review process requesting comments associated with these projects. Please use the above Des. No. and project description in your reply, and your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located in Newton County, 2.27 miles east of US 41. Specifically, the project is located in Sections 25 and 36, Township 30 North, and Range 9 West in McClellan Township as depicted on the Enos U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of agricultural fields. Please see attachments for maps and photographs of the proposed project area.

SR 14 is functionally classified as a rural major collector. The typical cross-section of the bridge approach of SR 14 within the project area is two 11-foot travel lanes with 2-foot paved and 1-foot aggregate shoulders. The typical cross-section of SR 14 over the bridge is two 11-foot travel lanes with a 1-foot shoulder. The existing bridge is a single span, earth-filled reinforced concrete arch bridge built in 1946 with a 25-foot clear span and a 37-foot clear roadway width. The existing structure has two 12-foot travel lanes and 6.5-foot shoulders.

Purpose and Need

The need for this project stems from the deteriorating condition of the existing structure. During routine inspections in April 2017, the superstructure was in fair condition. The superstructure exhibited underside cracking and moisture leaching through the sidewall construction joints on

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

both ends. Also, the north sidewall is cracked with efflorescence. The substructure was in fair condition and exhibited spalling with exposed rebar on the northeast corner. The stream channel needed minor repairs with slumping and minor damage.

The purpose of the project is to restore the structural integrity of this bridge to an improved condition and to improve the safety for traveling motorists.

Proposed Project

This project is in the preliminary planning stages but will likely include a replacement of the bridge in-kind. The project will likely include the installation of new riprap along Gaff Ditch within the project area. The proposed typical cross-section of SR 14 over Gaff Ditch will not change; two 11-foot travel lanes and 3-foot shoulders on both sides of the roadway. The total length of the project along SR 14 will be a maximum 1,000 feet.

The Maintenance of Traffic (MOT) has not been finalized but will likely require the closure of SR 14 within the project area. A detour route utilizing US 41, SR 114, and SR 55 will be established. The MOT will be implemented per the *Indiana Design Manual* guidelines.

Right-of-Way (ROW)

The amount of ROW acquisition required for this project is not known at this time but it is anticipated that up to 1 acre will be required. No tree clearing is anticipated to occur.

Environmental Resources

A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One stream, Gaff Ditch, runs through the project area. Gaff Ditch is also impaired for Impaired Biotic Communities. Due to the proximity of water resources to the project area, a *Waters of the U.S. Determination Report* will be prepared and coordination with INDOT Environmental Services Ecology and Waterway Permitting will occur. No additional "Red Flags" are mapped within the immediate vicinity of the project.

Section 106

The National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (State Register) were checked using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). No properties on either list were identified within a half mile of the project area. The *Newton County Interim Report (2007)*, which includes the Indiana Historic Sites and Structures Inventory (IHSSI) for the county, was also examined. No previously inventoried resources were recorded in the vicinity of the project area. No cemeteries were noted within the project area. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges eligible for listing in the NRHP were identified within the project area. A virtual review of the area at ground level was conducted via Google Earth Street View, and no potentially Contributing above-ground resources were noted within, or near, the project area. It is anticipated that this project may qualify for the Minor

Projects Programmatic Agreement (MPPA), Categories A-9 and B-12, and as such should not require full Section 106 review.

Range-wide Informal Programmatic Consultation

Newton County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use in the vicinity of the project is rural with agricultural fields surrounding the project area. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of “Not Likely to Adversely Affect,” or “Likely to Adversely Affect” is reached then additional consultation with the USFWS will occur through INDOT.

Early Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time.

If you have any questions regarding this project, please feel free to contact me at 317-222-3880 or at RHook@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT LaPorte District, please contact the Project Manager, Mr. Tim Hoffa, at (219) 325-7582 or at thoffa@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Ruth Hook, CPESC, CESSWI
Environmental Biologist
Lochmueller Group, Inc.

Attachments:

- General Location Map
 - USGS Topographical, Enos Quadrangle Map
 - Red Flag Investigation Maps
 - Photo Location Map and Photographs
- Removed to avoid duplication;
See Appendix B and Appendix E

Distribution List:

- USFWS, Northern Indiana Suboffice (electronic submission)
- Natural Resources Conservation Service, Indianapolis Office
- U.S. Army Corps of Engineers, Detroit District
- U.S. Housing and Urban Development
- Federal Highway Administration, Indiana Division
- National Park Service
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (electronic submission)
- Indiana Department of Environmental Management (IDEM) (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Environmental Services
- INDOT, LaPorte District
- INDOT, Project Manager
- Indiana Geological Survey (electronic submission)
- Newton County Highway Department
- Newton County Board of Commissioners
- Newton County Council
- Newton County, McClellan Township Trustee
- Newton County Surveyor's Office
- Newton County Emergency Management Agency
- Newton County Ambulance Service
- Newton County Sheriff's Department
- North Newton School Corporation
- Morocco Volunteer Fire Department

Organization and Project Information

Project ID:
Des. ID: 1700076
Project Title: SR 14 Bridge Replacement
Name of Organization: Lochmueller Group
Requested by: Ruth Hook

Environmental Assessment Report

1. Geological Hazards:
 - High liquefaction potential
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

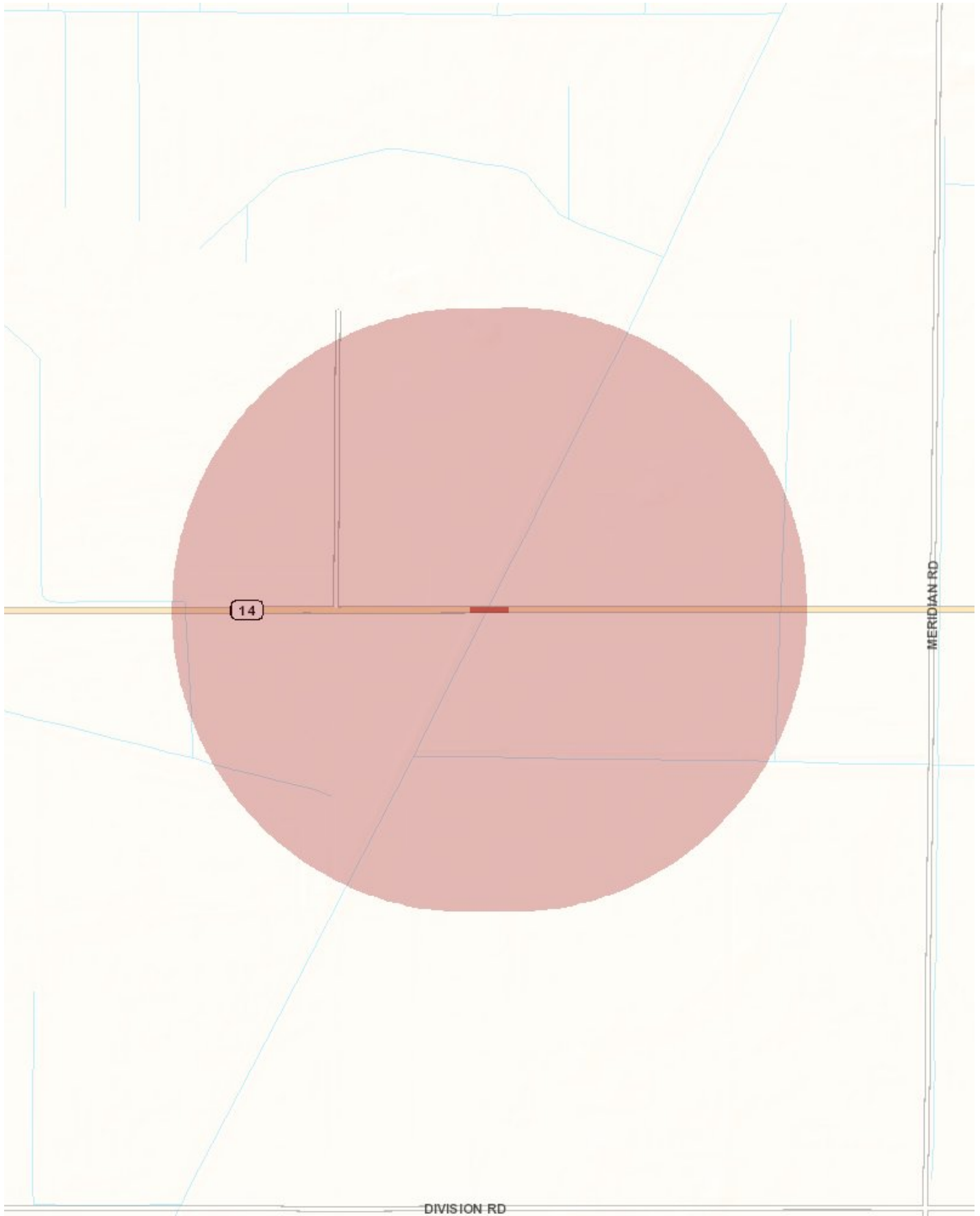
*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: February 07, 2019



Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Kunkel, Chris

From: Wright, Mary <MWRIGHT@indot.IN.gov>
Sent: Thursday, February 7, 2019 8:27 AM
To: Kunkel, Chris
Subject: RE: SR 14 Bridge Replacement (Des. No. 1700076) Early Coordination

Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager
100 North Senate Avenue, Room N642
Indianapolis, IN 46204
Phone: 317-232-6601
Email: rclark@indot.in.gov

Mary Wright, Hearing Examiner
Phone: 317-234-0796
Email: mwright@indot.in.gov

From: Kunkel, Chris [mailto:CKunkel@lochgroup.com]
Sent: Wednesday, February 06, 2019 3:12 PM
To: Clark, Rickie <RCLARK@indot.IN.gov>; Wright, Mary <MWRIGHT@indot.IN.gov>
Cc: Hook, Ruth <RHook@lochgroup.com>
Subject: SR 14 Bridge Replacement (Des. No. 1700076) Early Coordination

Good afternoon,

Please see the attached early coordination letter and associated attachments for the Bridge Replacement Project in Newton County, Indiana.

Please contact us should you have any questions regarding this project.

Kunkel, Chris

From: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Sent: Friday, February 15, 2019 4:27 PM
To: Kunkel, Chris
Cc: Hook, Ruth
Subject: Re: [EXTERNAL] SR 14 Bridge Replacement (Des. No. 1700076) Early Coordination

Good afternoon, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice

On Wed, Feb 6, 2019 at 1:50 PM Kunkel, Chris <CKunkel@lochgroup.com> wrote:

Good afternoon,

Please see the attached early coordination letter and associated attachments for the Bridge Replacement Project in Newton County, Indiana.

Please contact us should you have any questions regarding this project.

Thank you for your time and have a great day,

Chris Kunkel

Environmental Biologist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.334.6818 (direct) | 317.677.5132 (mobile)

CKunkel@lochgroup.com

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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:

February 13, 2020

Consultation Code: 03E12000-2020-SLI-0164

Event Code: 03E12000-2020-E-03734

Project Name: SR 14 Bridge Replacement (Des. No. 1700076)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

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

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

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

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-0164

Event Code: 03E12000-2020-E-03734

Project Name: SR 14 Bridge Replacement (Des. No. 1700076)

Project Type: TRANSPORTATION

Project Description: Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), LaPorte District propose to proceed with a project (Des. No. 1700076) which involves replacing the existing bridge (Bridge No. 014-56-03655) carrying SR 14 over Gaff Ditch (Beaver Creek). The existing bridge is an earth-filled reinforced concrete arch bridge. The proposed project is located in Newton County, 2.27 miles east of US 41. Specifically, the project is located in Sections 25 and 36, Township 30 North, and Range 9 West in McClellan Township as depicted on the Enos U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of agricultural fields. SR 14 is functionally classified as a rural major collector. The typical cross-section of the bridge approach of SR 14 within the project area is two 11-foot travel lanes with 2-foot paved and 1-foot aggregate shoulders. The typical cross-section of SR 14 over the bridge is two 11-foot travel lanes with a 1-foot shoulder. The existing bridge is a single span, earth-filled reinforced concrete arch bridge built in 1946 with a 25-foot clear span and a 37-foot clear roadway width. The existing structure has two 12-foot travel lanes and 6.5-foot shoulders. The proposed will replaced the existing bridge with a new structure. The pavement over the new structure will be fully replaced. The approach roadway in both directions will be milled and overlaid. New riprap will be placed through the structure and at the inlet and outlet of the structure, for scour protection. The existing guardrail will be replaced as well. The acquisition of approximately 1.74 acres of right-of-way will be required for the project. Of that 1.74 acres of right-of-way, approximately 0.37 acre will be considered reacquisition of existing right-of-way. No tree clearing will be required for this project. No permanent lighting is proposed as part of this project. Temporary lighting may be required if night work occurs. The total project length is 615 feet. All project work will occur within 115 feet of the roadway.

Project work is expected to begin in Spring 2022.

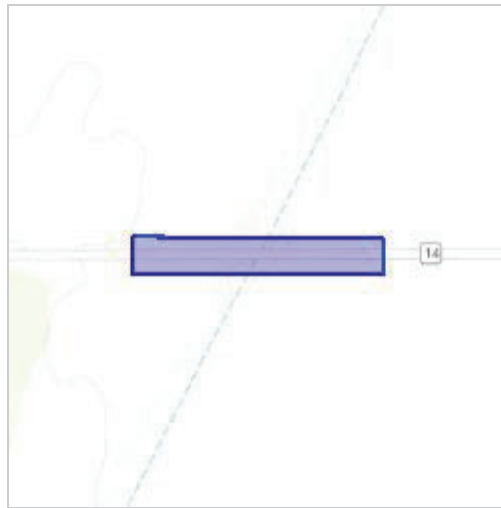
The Red Flag Investigation for the project was performed for a 0.5 mile radius of the project area on April 1, 2019. As part of this RFI, INDOT LaPorte District checked the USFWS database for the presence of

endangered or threatened bat species or their hibernacula within 0.5 miles of the project area. No documented habitat or hibernacula were found.

Lochmueller Group conducted a field investigation of the project area and inspection of the bridge for the evidence or presence of bats in the structure on October 12, 2018. No evidence of bats was observed during the field investigation.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.013835032272546N87.406685777267W>



Counties: Newton, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

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Bloomington, IN 47403-2121

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

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

IPaC Record Locator: 116-18886036

November 05, 2019

Subject: Consistency letter for the 'SR 14 Bridge Replacement (Des. No. 1700076)' project (TAILS 03E12000-2020-R-0164) 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 dated to verify that the **SR 14 Bridge Replacement (Des. No. 1700076)** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

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

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

Project Description

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

Name

SR 14 Bridge Replacement (Des. No. 1700076)

Description

Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), LaPorte District propose to proceed with a project (Des. No. 1700076) which involves replacing the existing bridge (Bridge No. 014-56-03655) carrying SR 14 over Gaff Ditch (Beaver Creek). The existing bridge is an earth-filled reinforced concrete arch bridge. The proposed project is located in Newton County, 2.27 miles east of US 41. Specifically, the project is located in Sections 25 and 36, Township 30 North, and Range 9 West in McClellan Township as depicted on the Enos U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of agricultural fields. SR 14 is functionally classified as a rural major collector. The typical cross-section of the bridge approach of SR 14 within the project area is two 11-foot travel lanes with 2-foot paved and 1-foot aggregate shoulders. The typical cross-section of SR 14 over the bridge is two 11-foot travel lanes with a 1-foot shoulder. The existing bridge is a single span, earth-filled reinforced concrete arch bridge built in 1946 with a 25-foot clear span and a 37-foot clear roadway width. The existing structure has two 12-foot travel lanes and 6.5-foot shoulders. The proposed will replaced the existing bridge with a new structure. The pavement over the new structure will be fully replaced. The approach roadway in both directions will be milled and overlaid. New riprap will be placed through the structure and at the inlet and outlet of the structure, for scour protection. The existing guardrail will be replaced as well. The acquisition of approximately 1.74 acres of right-of-way will be required for the project. Of that 1.74 acres of right-of-way, approximately 0.37 acre will be considered reacquisition of existing right-of-way. No tree clearing will be required for this project. No permanent lighting is proposed as part of this project. Temporary lighting may be required if night work occurs. The total project length is 615 feet. All project work will occur within 115 feet of the roadway.

Project work is expected to begin in Spring 2022.

The Red Flag Investigation for the project was performed for a 0.5 mile radius of the project area on April 1, 2019. As part of this RFI, INDOT LaPorte District checked the USFWS database for the presence of endangered or threatened bat species or their hibernacula within 0.5 miles of the project area. No documented habitat or hibernacula were found.

Lochmueller Group conducted a field investigation of the project area and inspection of the bridge for the evidence or presence of bats in the structure on October 12, 2018. No evidence of bats was observed during the field investigation.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no 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 for these two species.

Qualification Interview

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

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

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

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

No

11. Does the project include slash pile burning?

No

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

Yes

13. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

No

14. 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

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

Yes

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

No

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

No

18. 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

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

No

20. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

21. 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 is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

22. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on March 16, 2018. 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 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.

March 1, 2019

Ruth Hook
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Ms. Hook:

The proposed project to replace the bridge that carries State Road 14 over Gaff Ditch in Newton County, Indiana, (Des No 1700076), as referred to in your letter received February 6, 2019, will cause a conversion of prime farmland.

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

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY
RAYNOR  Digitally signed by JERRY
RAYNOR
Date: 2019.03.04 11:03:29
-05'00'

JERRY RAYNOR
State Conservationist

Enclosures

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

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

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

1. Name of Project	5. Federal Agency Involved
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2. Type of Project	6. County and State
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
---	---	--	--	--

	Corridor A	Corridor B	Corridor C	Corridor D
--	------------	------------	------------	------------

A. Total Acres To Be Converted Directly				
---	--	--	--	--

B. Total Acres To Be Converted Indirectly, Or To Receive Services				
---	--	--	--	--

C. Total Acres In Corridor				
----------------------------	--	--	--	--

PART IV (To be completed by NRCS) Land Evaluation Information				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland				
--	--	--	--	--

B. Total Acres Statewide And Local Important Farmland				
---	--	--	--	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
---	--	--	--	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

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

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
--	----------------	--	--	--

1. Area in Nonurban Use	15			
-------------------------	----	--	--	--

2. Perimeter in Nonurban Use	10			
------------------------------	----	--	--	--

3. Percent Of Corridor Being Farmed	20			
-------------------------------------	----	--	--	--

4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
--	----	--	--	--

6. Creation Of Nonfarmable Farmland	25			
-------------------------------------	----	--	--	--

7. Availability Of Farm Support Services	5			
--	---	--	--	--

8. On-Farm Investments	20			
------------------------	----	--	--	--

9. Effects Of Conversion On Farm Support Services	25			
---	----	--	--	--

10. Compatibility With Existing Agricultural Use	10			
--	----	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160			
----------------------------------	-----	--	--	--

PART VII (To be completed by Federal Agency)				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100			
--	-----	--	--	--

Total Corridor Assessment (From Part VI above or a local site assessment)	160			
---	-----	--	--	--

TOTAL POINTS (Total of above 2 lines)	260			
--	------------	--	--	--

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

5. Reason For Selection:

Signature of Person Completing this Part: <i>Chris Kunkel</i>	DATE
--	------

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

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

DNR #: ER-21231

Request Received: February 6, 2019

Requestor: Lochmueller Group Inc
Ruth Hook
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: SR 14 bridge (#014-56-03655) replacement over Beaver Creek (Gaff Ditch), 2.27 miles east of US 41; Des #1700076

County/Site info: Newton

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

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

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

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & 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 Structure:

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

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. 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

Attachments: A - Bridge Exemption Criteria

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

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.

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>.

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 within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, and wildflowers native to northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
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 construct any temporary runarounds, causeways, cofferdams, diversions, or pump arounds without approval from the Division of Fish and Wildlife.
5. Operate equipment used to replace the bridge from the existing roadway.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

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

Contact Staff:

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



Date: March 7, 2019

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

Attachments: A - Bridge Exemption Criteria

Hook, Ruth

From: Mary Jarvis <maryjarvis1962@gmail.com>
Sent: Thursday, March 7, 2019 2:14 PM
To: Hook, Ruth

bridge replacement over Gaff ditch in Newton county on st. road 14 in McClellan township Such a shame this wasn't done last year when the other road work was done. Mary Jarvis trustee for McClellan township



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
477 MICHIGAN AVENUE
DETROIT MI 48226-2550

March 12, 2019

Ruth Hook
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Dear Ms. Hook:

This is in response to your February 6, 2019, request for comments on the proposed bridge replacement carrying State Road 14 (SR-14) over Gaff Ditch (Beaver Creek) in Newton County, Indiana (Des. No. 1700076). The proposed project will likely include replacement of the bridge in-kind along with installation of riprap along Gaff Ditch within the project area. The following information is provided in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. Any of the proposed work that occurs within a water of the United States or adjacent wetlands, will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our civil works program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

Review of the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map database indicates that the project is in an unmapped area indicated as "no special flood hazard." The FEMA mapping pertains to the National Flood Insurance Program and does not necessarily identify all areas subject to flooding. Therefore, we recommend that the project be coordinated with county officials and with the Indiana Department of Natural Resources regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with local and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information indicating that any part of your project would impact a floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed bridge replacement carrying SR 14 over Gaff Ditch (Beaver Creek) in Newton County, Indiana (Des. No. 1700076). Questions regarding our Regulatory Program can be directed to Mr. Donald Reinke, Chief, Compliance and Enforcement Branch, Detroit District Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allarding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

Original signed

Charles A. Uhlarik, Chief
Environmental Analysis Branch

Copies furnished:

Mary Weidel, Corps Floodplain Management Services, Detroit
Don Reinke, Corps Regulatory Office, Detroit



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 - LaPorte District
Bradon Downing
315 E Boyd Blvd
LaPorte , IN 46350

Lochmueller Group
Chris Kunkel
3502 Woodview Trace
Suite 150
Indianapolis , IN 46268

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), LaPorte District propose to proceed with a project (Des. No. 1700076) which involves replacing the existing bridge (Bridge No. 014-56-03655) carrying SR 14 over Gaff Ditch (Beaver Creek). The existing bridge is an earth-filled reinforced concrete arch bridge. The proposed project would replace the existing bridge with a new bridge. The proposed project is located in Newton County, 2.27 miles east of US 41. Specifically, the project is located in Sections 25 and 36, Township 30 North, and Range 9 West in McClellan Township as depicted on the Enos U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of agricultural fields. SR 14 is functionally classified as a rural major collector. The typical cross-section of the bridge approach of SR 14 within the project area is two 11-foot travel lanes with 2-foot paved and 1-foot aggregate shoulders. The typical cross-section of SR 14 over the bridge is two 11-foot travel lanes with a 1-foot shoulder. The existing bridge is a single span, earth-filled reinforced concrete arch bridge built in 1946 with a 25-foot clear span and a 37-foot clear roadway width. The existing structure has two 12-foot travel lanes and 6.5-foot shoulders. The proposed will replaced the existing bridge with a new structure. The pavement over the new structure will be fully replaced. The approach roadway in both directions will be milled and overlaid. New riprap will be placed through the structure and at the inlet and outlet of the structure, for scour protection. The existing guardrail will be replaced as well. The acquisition of approximately 1.74 acres of right-of-way will be required for the project. Of that 1.74 acres of right-of-way, approximately 0.37 acre will be considered reacquisition of existing right-of-way. No tree clearing will be required for this project. No permanent lighting is proposed as part of this project. Temporary lighting may be required if night work occurs. A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One stream, Gaff Ditch, runs through the project area. Gaff Ditch is also impaired for Impaired Biotic Communities. Due to the proximity of water resources to the project area, a Waters of the U.S. Determination Report will be prepared and coordination with INDOT Environmental Services Ecology and Waterway Permitting will occur. No additional "Red Flags" are mapped within the immediate vicinity of the project.

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

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

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

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the

proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
 - 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 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)). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

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

7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), LaPorte District propose to proceed with a project (Des. No. 1700076) which involves replacing the existing bridge (Bridge No. 014-56-03655) carrying SR 14 over Gaff Ditch (Beaver Creek). The existing bridge is an earth-filled reinforced concrete arch bridge. The proposed project would replace the existing bridge with a new bridge. The proposed project is located in Newton County, 2.27 miles east of US 41. Specifically, the project is located in Sections 25 and 36, Township 30 North, and Range 9 West in McClellan Township as depicted on the Enos U.S. Geological Survey (USGS) Quadrangle. Adjacent land use consists of agricultural fields. SR 14 is functionally classified as a rural major collector. The typical cross-section of the bridge approach of SR 14 within the project area is two 11-foot travel lanes with 2-foot paved and 1-foot aggregate shoulders. The typical cross-section of SR 14 over the bridge is two 11-foot travel lanes with a 1-foot shoulder. The existing bridge is a single span, earth-filled reinforced concrete arch bridge built in 1946 with a 25-foot clear span and a 37-foot clear roadway width. The existing structure has two 12-foot travel lanes and 6.5-foot shoulders. The proposed will replaced the existing bridge with a new structure. The pavement over the new structure will be fully replaced. The approach roadway in both directions will be milled and overlaid. New riprap will be placed through the structure and at the inlet and outlet of the structure, for scour protection. The existing guardrail will be replaced as well. The acquisition of approximately 1.74 acres of right-of-way will be required for the project. Of that 1.74 acres of right-of-way, approximately 0.37 acre will be considered

reacquisition of existing right-of-way. No tree clearing will be required for this project. No permanent lighting is proposed as part of this project. Temporary lighting may be required if night work occurs. A Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the project area. Several "Red Flags" were identified within the 0.5-mile search radius; however, not all will be impacted. One stream, Gaff Ditch, runs through the project area. Gaff Ditch is also impaired for Impaired Biotic Communities. Due to the proximity of water resources to the project area, a Waters of the U.S. Determination Report will be prepared and coordination with INDOT Environmental Services Ecology and Waterway Permitting will occur. No additional "Red Flags" are mapped within the immediate vicinity of the project.

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: _____

Signature of the INDOT
Project Engineer or Other Responsible Agent _____

**Bradon
Downing**

Digitally signed by Bradon
Downing
Date: 2020.02.18 06:27:12
-06'00'

Bradon Downing

Date: 02/17/2020

Signature of the
For Hire Consultant _____

Chris Kunkel

Chris Kunkel

Categorical Exclusion

Appendix D

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

Minor Projects PA Project Assessment Form– Category B Projects with Archaeology Work

Date: 3/25/2020

Project Designation Number: 1700076

Route Number: SR 14

Project Description: Bridge Replacement Project, 2.27 miles east of US 41

The preferred alternative involves the replacement of the existing concrete arch beam bridge (Bridge No. 014-56-03655) with an earth-filled, precast, reinforced concrete three-sided structure with wing walls at both the inlet and outlet. The new structure will be 76 feet wide long and will have a 24-foot wide clear span with a 13-foot, 6-inch rise. On the structure, the typical cross-section of SR 14 will consist of two, 12-foot travel lanes (one in each direction) with 7-foot paved shoulders. The outlet (south) side of the structure will have 35-foot long wing walls and the inlet side (north) will have 32-foot long wing walls. New riprap will be placed at both the inlet and outlet as well as through the new structure along Gaff Ditch.

The existing 12-inch diameter drainage pipe culvert in the northeast quadrant will be removed. New compacted aggregate field entrance drives will be constructed in all 4 quadrants of the project. At the northeast and southwest field entrance drives, new 35-foot long by 15-inch diameter pipes will be installed to convey roadside drainage beneath the new drives. Both structures will have riprap drainage installed at their outlet. In addition, several other structures will be installed to convey drainage to Gaff Ditch.

The project also includes replacing the existing concrete railings along the bridge deck with 183 feet of guardrail along both the north and south sides of SR 14. The guardrail will curve around the inside (ditch side) of the new field entrances at each quadrant. Full depth pavement reconstruction will occur along SR 14 from a point 101 feet west of the new structure to a point 124 feet east of it. Approximately 200 feet of this reconstructed section of SR 14 will involve replacing the roadway surface with hot mix asphalt (HMA) over new concrete. An additional 75 feet beyond the western reconstruction terminus and 75 feet beyond the eastern reconstruction terminus will be milled to a depth 1.5 inches and a new 1.5-inch HMA overlay applied. The typical cross-section of the approaches will consist of two, 13-foot wide travel lanes (one in each direction with paved shoulders varying in width from 2 to 6-feet wide in addition to 4-foot aggregate shoulders. Drainage will be conveyed by side ditches re-graded at a 3:1 foreslope and backslope. The design speed for SR 14 is 55 miles per hour (mph).

Including the length of incidental construction, the total length of the project is 375 feet (0.07 mile). The project will require 1.11 acres of permanent right-of-way.

Feature crossed (if applicable): Gaff Ditch

Township: McClellan Township

City/County: Newton County

Information reviewed (please check all that apply):

General project location map USGS map Aerial photograph Interim Report

Written description of project area General project area photos Soil survey data

Previously completed historic property reports Previously completed archaeology reports

Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://beacon.schneidercorp.com/>); Bridge Inspection Application System (BIAS); 2010 INDOT-sponsored *Historic Bridge Inventory* (HBI); project information provided by Lochmueller Group, Inc., dated 3/11/2020 and on file at INDOT-CRO;

Bubb, Louis

2020 Phase Ia Field Reconnaissance for the Replacement of the S.R. 14 Bridge Over Gaff Ditch (Des. 1700076), 2.27 mi East of US 41 in McClellan Township, Newton County, Indiana. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

Results of the Records Review for Above-Ground Resources:

With regard to above-ground resources, an INDOT-Cultural Resources Office (CRO) historian, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Newton County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Newton County Interim Report* (2009; McClellan Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. No IHSSI sites are recorded within 0.25 mile of the project.

The land around the project area is rural with agricultural fields surrounding the bridge. One property is located within 0.25 mile of the project area, but it dates to the mid-to-late-twentieth century and will not be 50 years old or older by the time of project letting in 2021.

The subject bridge (#014-56-03655; NBI #3580) is a concrete arch bridge built in 1946. The bridge length is 68 feet and the deck width, out-to-out, is 39.7 feet. The INDOT *Historic Bridge Inventory* determined that this bridge is not eligible for listing in the National Register (Volume 2, Section 2, page 795).

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeology Report Author/Date:

Louis Bubb/March 6, 2020

Summary of Archaeology Investigation Results:

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by 106 Consulting (Bubb 2020). The records check found that the project area had not been previously examined for archaeological resources and that no previously recorded sites have been identified within or adjacent to it. A 3.6 acre survey area was examined through the excavation of 38 shovel probes and visual inspection of disturbed areas. No evidence for archaeological deposits was identified. The report

was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by 106 Consulting (Bubb 2020). Therefore, there are no archaeological concerns.

Does the project appear to fall under the Minor Projects PA? yes no

If yes, please specify category and number (**applicable conditions are highlighted**):

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

B-4. Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, under the following conditions **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*):
 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

B-12. Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), under the following conditions [*BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied*]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the

SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

The conditions listed below must be met (***BOTH Condition i and Condition ii must be satisfied***)

- i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
- ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied (*AT LEAST one of the conditions a, b or c, must be fulfilled*):
 - a. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - b. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

If no, please explain:

Additional comments: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction in the immediate area of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Kelyn Alexander and Shaun Miller

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: April 1, 2019

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

From: Ruth Hook
3502 Woodview Trace, Suite 150
Indianapolis, IN
rhook@lochgroup.com

Re: RED FLAG INVESTIGATION
Des. No. 1700076, State Project
Bridge Replacement
SR 14 – Bridge No. 014-56-03655
Newton County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT), LaPorte District proposes to proceed with a bridge replacement project along SR 14, 2.27 miles east of US 41 in Newton County, Indiana (Des. No. 1700076). The proposed project would involve replacing the existing bridge (No. 014-56-03655), which conveys SR 14 over Beaver Creek. The existing bridge is a 39.7 foot wide, 68-foot long concrete bridge. The proposed project would replace the existing bridge. Specific right-of-way amounts are not known at this stage of design. More specific details will be made available as the project progresses.

Bridge and/or Culvert Project: Yes No Structure # 014-56-03655

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

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

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

The project is expected to require the acquisition of permanent right-of-way, but the amount is currently unknown. More details will be available as design progresses.

Type of excavation: It is anticipated that excavation will be required to replace the bridge as part of this project. Specific excavation depth and extent is not known at this stage is project planning but is not expected to exceed 5 feet for removal of the existing bridge and the placement of riprap. Specific details will be made available as the project progresses.

Maintenance of traffic: The Maintenance of traffic (MOT) will involve the closure of SR 14 during construction. A detour using US 41, SR114, and I-65 will be established. Signs, barrels, and flashing signals will be placed along SR 14 to notify travelers of the detour ahead. The MOT will be implemented per the *Indiana Design Manual* guidelines.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation: No infrastructure resources are located within the 0.5 mile search radius.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	N/A
Canal Structures – Historic	N/A	Lakes	N/A
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	2	Sinkhole Areas	N/A
Rivers and Streams	9	Sinking-Stream Basins	N/A

Explanation:

IDEM 303d Listed Streams: Two (2) IDEM 303d listed streams are within the 0.5 mile search radius. One (1) stream, identified as Wentworth Creek, flows through the project area and is listed for Impaired Biotic Communities (IBC). Although the stream is mapped as Wentworth Creek, the stream is identified as Beaver Creek on the USGS Quadrangle and in the Streams GIS layer. Coordination with INDOT ES Ecology and Waterway Permitting should occur.

Rivers and Streams: Nine (9) river and stream segments are within the 0.5 mile search radius. One (1) stream, identified as Beaver Creek, flows through the project area. A Waters of the U.S. Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

URBANIZED AREA BOUNDARY SUMMARY

Explanation: The proposed project is not located within an urbanized area boundary.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation: No mining or mineral exploration resources are located within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

Explanation: No hazardous material concerns are located within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by farm fields. The April 9, 2019, inspection report for Bridge #014-56-03655 states that no evidence of bats was seen or heard under or in the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects.”

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

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

- One (1) stream segment, Beaver Creek, flows through the project area

One (1) stream, identified as Wentworth Creek, flows through the project area and is listed for Impaired Biotic Communities (IBC). Although the stream is mapped as Wentworth Creek, this stream is named Beaver Creek. Coordination with INDOT ES Ecology and Waterway Permitting should occur.

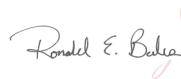
URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

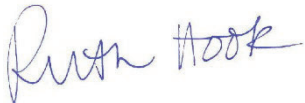
ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

INDOT Environmental Services concurrence:

 Digitally signed by Ronald Bales
Date: 2019.06.21 14:01:43 -04'00'

(Signature)

Prepared by:



Ruth Hook, CPESC, CESSWI
Environmental Biologist
Lochmueller Group

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: N/A

WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

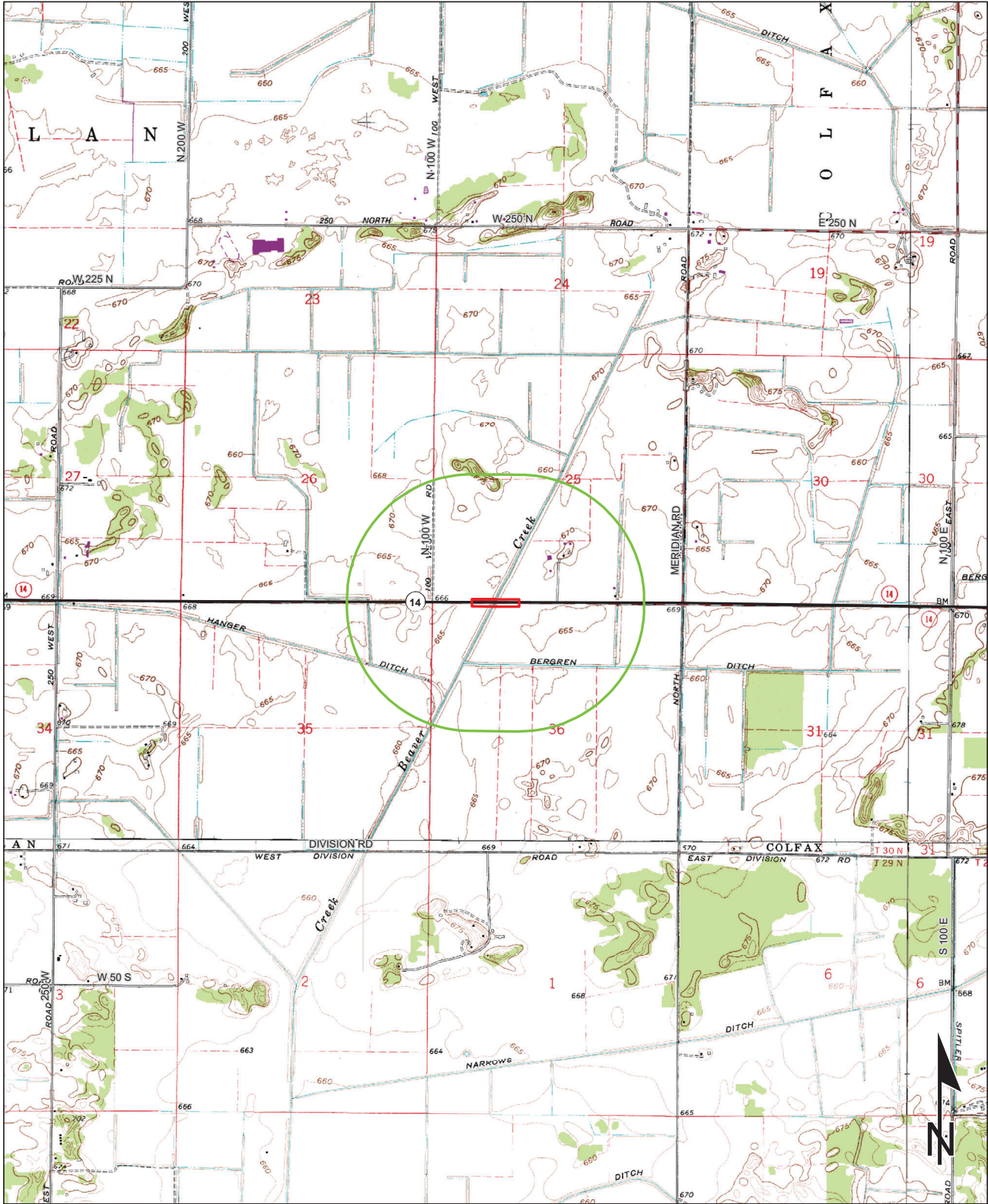
*www.in.gov/dot/
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HAZMAT CONCERNS: N/A

Additional Attachments:

Newton County Endangered, Threatened, and Rare Species List

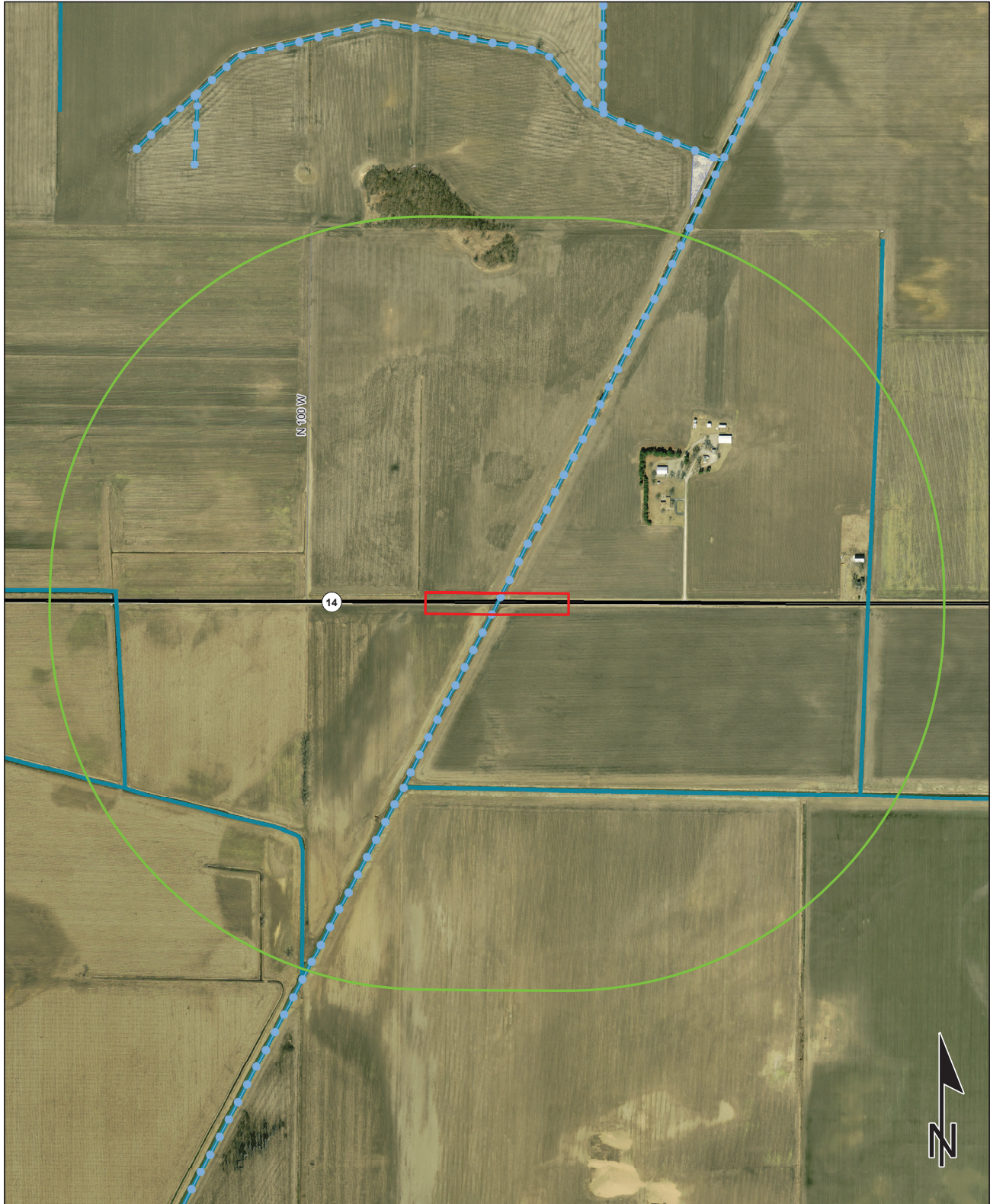
Red Flag Investigation - Location Map
 SR 14, 2.27 miles east of US 41
 Des. No. 1700076, Bridge Replacement
 Newton County, Indiana



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

**ENOS QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)**

Red Flag Investigation - Water Resources
 SR 14, 2.27 miles east of US 41
 Des. No. 1700076, Bridge Replacement
 Newton County, Indiana



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

NWI - Point	Wetlands	Project Area
Karst Spring	Lake	Half Mile Radius
NWI - Line	Floodplain - DFIRM	Toll
Impaired_Stream_Lake	Cave Entrance Density	Interstate
NPS NRI listed	Sinkhole Area	State Route
River	Sinking-Stream Basin	US Route
Canal Structure - Historic	County Boundary	Local Road
Canal Route - Historic		

Indiana County Endangered, Threatened and Rare Species List

County: Newton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Plethobasus cyphus	Sheepnose	LE	SE	G3	S1
Insect: Homoptera					
Lepyronia gibbosa	Hill-prairie Spittlebug		SE	G3G4	S1
Mesamia stramineus	Helianthus Leafhopper		SE	GNR	S1
Prairiana kansana	The Kansas Prairie Leafhopper		SE	GNR	S1S2
Insect: Hymenoptera					
Bombus affinis	Rusty-patched Bumble Bee	LE	SE	G1	S1
Insect: Lepidoptera (Butterflies & Moths)					
Atrytonopsis hianna	Dusted Skipper		ST	G4G5	S1S2
Boloria selene myrina	Silver-bordered Fritillary		ST	G5T5	S2
Boloria selene nebraskensis	The Nebraska Silver Bordered Fritillary		SE	G5T3T4	S1
Capis curvata	A Noctuid Moth		ST	G5	S2S3
Catocala amestris	The Leadplant Underwing Moth		SE	G4	S1
Cochylis ringsi			SE	G3G4	S1
Erynnis martialis	Mottled Duskywing		ST	G3	S2S3
Euchloe olympia	Olympia Marble		ST	G5	S2
Euphyes bimacula	Two-spotted Skipper		ST	G4	S2
Faronta rubripennis	The Pine Streak		ST	G3G4	S1
Hadena ectypa	The Starry Campion Moth		ST	G3G4	S1S3
Hesperia metea	Cobweb Skipper		ST	G4	S2S3
Hesperia sassacus	Indian Skipper		ST	G5	S2
Macrochilo absorptalis	A Moth		SR	G4G5	S2S3
Macrochilo hypocritalis	A Noctuid Moth		SR	G4	S2
Macrochilo louisiana			ST	G4	S1S2
Pagara simplex	A Moth		SR	G5	S2S3
Papaipema beeriana	Beer's Blazing Star Borer Moth		ST	G2G3	S1S3
Papaipema speciosissima	The Royal Fern Borer Moth		ST	G4	S2S3
Poanes viator viator	Big Broad-winged Skipper		ST	G5T4	S2
Problema byssus	Bunchgrass Skipper		ST	G3G4	S2
Schinia sanguinea	Bleeding Flower Moth			G4	S2S3
Speyeria idalia	Regal Fritillary	C	SE	G3	S1
Tarachidia binocula	Prairie tarachidia			GNR	S1S2
Amphibian					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Lithobates blairi	Plains Leopard Frog		SE	G5	S1
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					

Indiana Natural Heritage Data Center
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Indiana County Endangered, Threatened and Rare Species List

County: Newton

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Emydoidea blandingii</i>	Blanding's Turtle	C	SE	G4	S2
<i>Kinosternon subrubrum subrubrum</i>	Eastern Mud Turtle		SE	G5T5	S2
<i>Opheodrys vernalis</i>	Smooth Green Snake		SE	G5	S2
<i>Terrapene ornata ornata</i>	Ornate Box Turtle		SE	G5T5	S1
<i>Thamnophis proximus proximus</i>	Western Ribbon Snake		SSC	G5T5	S3
Bird					
<i>Ammodramus henslowii</i>	Henslow's Sparrow		SE	G4	S3B
<i>Anas clypeata</i>	Northern Shoveler			G5	SHB
<i>Ardea alba</i>	Great Egret		SSC	G5	S1B
<i>Asio otus</i>	Long-eared Owl			G5	S2
<i>Bartramia longicauda</i>	Upland Sandpiper		SE	G5	S3B
<i>Botaurus lentiginosus</i>	American Bittern		SE	G5	S2B
<i>Buteo lineatus</i>	Red-shouldered Hawk		SSC	G5	S3
<i>Certhia americana</i>	Brown Creeper			G5	S2B
<i>Chlidonias niger</i>	Black Tern		SE	G4G5	S1B
<i>Circus hudsonius</i>	Northern Harrier		SE	G5	S2
<i>Cistothorus palustris</i>	Marsh Wren		SE	G5	S3B
<i>Cistothorus platensis</i>	Sedge Wren		SE	G5	S3B
<i>Grus canadensis</i>	Sandhill Crane		SSC	G5	S2B,S1N
<i>Haliaeetus leucocephalus</i>	Bald Eagle		SSC	G5	S2
<i>Ixobrychus exilis</i>	Least Bittern		SE	G5	S3B
<i>Lanius ludovicianus</i>	Loggerhead Shrike		SE	G4	S3B
<i>Laterallus jamaicensis</i>	Black Rail		SE	G3G4	SHB
<i>Mniotilta varia</i>	Black-and-white Warbler		SSC	G5	S1S2B
<i>Nycticorax nycticorax</i>	Black-crowned Night-heron		SE	G5	S1B
<i>Pandion haliaetus</i>	Osprey		SE	G5	S1B
<i>Phalaropus tricolor</i>	Wilson's Phalarope		SSC	G5	SHB
<i>Rallus elegans</i>	King Rail		SE	G4	S1B
<i>Rallus limicola</i>	Virginia Rail		SE	G5	S3B
<i>Setophaga cerulea</i>	Cerulean Warbler		SE	G4	S3B
<i>Sturnella neglecta</i>	Western Meadowlark		SSC	G5	S2B
<i>Vermivora chrysoptera</i>	Golden-winged Warbler	C	SE	G4	S1B
<i>Wilsonia canadensis</i>	Canada Warbler			G5	S2B
<i>Xanthocephalus xanthocephalus</i>	Yellow-headed Blackbird		SE	G5	S1B
Mammal					
<i>Geomys bursarius</i>	Plains Pocket Gopher		SSC	G5	S2
<i>Mustela nivalis</i>	Least Weasel		SSC	G5	S2?
<i>Myotis septentrionalis</i>	Northern Long Eared Bat	LT	SSC	G1G2	S2S3
<i>Myotis sodalis</i>	Indiana Bat or Social Myotis	LE	SE	G2	S1
<i>Perimyotis subflavus</i>	Tricolored Bat		SSC	G2G3	S2S3

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Indiana County Endangered, Threatened and Rare Species List

County: Newton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Reithrodontomys megalotis	Western Harvest Mouse			G5	S2
Spermophilus franklinii	Franklin's Ground Squirrel		SE	G5	S2
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Androsace occidentalis	Western Rockjasmine		ST	G5	S2
Aristida intermedia	Slim-spike Three-awn Grass		SR	GNR	S2
Aristida tuberculosa	Seabeach Needlegrass		SR	G5	S2
Armoracia aquatica	Lake Cress		SE	G4?	S1
Azolla caroliniana	Carolina Mosquito-fern		ST	G5	S2
Baptisia bracteata var. leucophaea	Cream Wild-indigo		WL	G4G5T4T5	S3
Carex aurea	Golden-fruited Sedge		SR	G5	S2
Carex crawei	Crawe Sedge		ST	G5	S2
Carex cumulata	Clustered Sedge		SE	G4G5	S1
Carex garberi	Elk Sedge		ST	G5	S2
Carex straminea	Straw Sedge		ST	G5	S2
Cirsium hillii	Hill's Thistle		SE	G3	S1
Comptonia peregrina	Sweet Fern		WL	G5	S3
Corydalis sempervirens	Pale Corydalis		ST	G5	S1
Cyperus houghtonii	Houghton's Nutsedge		SE	G4?	S2
Echinodorus parvulus	Little Bur-head		SE	G3Q	S1
Gentiana puberulenta	Downy Gentian		ST	G4G5	S2
Hemicarpha drummondii	Drummond Hemicarpha		SE	G4G5	S1
Hymenopappus scabiosaeus	Carolina Woollywhite		SE	G4G5	S1
Hypericum gymnanthum	Clasping-leaved St. John's-wort		SE	G4	S1
Lactuca ludoviciana	Western Lettuce		SX	G4G5	SX
Liatris pycnostachya	Cattail Gay-feather		ST	G5	S2
Liparis loeselii	Loesel's Twayblade		WL	G5	S3
Ludwigia sphaerocarpa	Globe-fruited False-loosestrife		SE	G5	S1
Lycopus amplexens	Sessile-leaved Bugleweed		SE	G5	S1
Mikania scandens	Climbing Hempweed		SE	G5	S1
Panicum leibergii	Leiberg's Witchgrass		ST	G4	S2
Panicum verrucosum	Warty Panic-grass		ST	G4	S2
Penstemon tubaeflorus	Tube Penstemon		SE	G5	S1
Perideridia americana	Eastern Eulophus		SE	G4	S1
Platanthera ciliaris	Yellow-fringe Orchis		SE	G5	S1
Poa wolfii	Wolf Bluegrass		SR	G4	S2
Polygonella articulata	Eastern Jointweed		SR	G5	S2
Polygonum careyi	Carey's Smartweed		ST	G4	S2
Polygonum hydropiperoides var. opelousanum	Northeastern Smartweed		ST	G5TNRQ	S2
Prenanthes aspera	Rough Rattlesnake-root		SR	G4?	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Newton

Species Name	Common Name	FED	STATE	GRANK	SRANK
Rubus setosus	Small Bristleberry		SE	G5	S1
Scleria muehlenbergii	Muehlenberg's Nutrush		SE	G5	S1
Scleria reticularis	Reticulated Nutrush		ST	G4	S2
Spiranthes magnicamporum	Great Plains Ladies'-tresses		SE	G3G4	S1
Stenanthium gramineum	Eastern Featherbells		ST	G4G5	S1
Styrax americanus	American Snowbell		WL	G5	S3
Symphotrichum sericeum	Western Silvery Aster		SR	G5	S2
Talinum rugospermum	Prairie Fame-flower		ST	G3G4	S2
Viola pedatifida	Prairie Violet		ST	G5	S2
Viola primulifolia	Primrose-leaf Violet		ST	G5	S2
High Quality Natural Community					
Forest - flatwoods sand	Sand Flatwoods		SG	G2?	S1
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Prairie - mesic	Mesic Prairie		SG	G2	S2
Prairie - sand dry	Dry Sand Prairie		SG	G3	S2
Prairie - sand dry-mesic	Dry-mesic Sand Prairie		SG	G3	S3
Prairie - sand mesic	Mesic Sand Prairie		SG	GNR	SNR
Prairie - sand wet	Wet Sand Prairie		SG	G3	S3
Prairie - sand wet-mesic	Wet-mesic Sand Prairie		SG	G1?	S2
Savanna - sand dry	Dry Sand Savanna		SG	G2?	S2
Savanna - sand dry-mesic	Dry-mesic Sand Savanna		SG	G2?	S2S3
Wetland - meadow sedge	Sedge Meadow		SG	G3?	S1

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Categorical Exclusion
Appendix F
Water Resources

Waters of the U.S. Determination Report
State Road (SR) 14 Bridge Replacement
2.27 mi east of US 41
Newton County, Indiana
Des. No. 1700076



April 19, 2019

Prepared By:



3502 Woodview Trace, Suite 150
Indianapolis, IN, 46268
Ph: 317-222-3880

Prepared For:

INDOT – LaPorte District
315 E Boyd Blvd.
LaPorte, Indiana 46350

Waters of the U.S. Determination Report
SR 14 Bridge Replacement
2.27 miles east of US 41
Newton County, Indiana
Des. No. 1700076

Table of Contents

Date of Waters Investigation	1
Location.....	1
Project Description	1
National Wetlands Inventory (NWI)	1
Streams	1
Soils	1
Hydrology.....	2
Field Reconnaissance	2
Wetland Analysis.....	2
Stream Analysis.....	2
Conclusions	3
Preparers.....	3

Tables

Table 1: Stream Summary Table	3
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Attachments

General Location Map.....	A1
USGS Topographic Map ... Removed to avoid duplication; See Appendix B	A2
USGS Topographic Map (Zoomed).....	A3
Water Resources Map.....	A4
USFWS NWI Map	A5
Federal Emergency Management Agency (FEMA) Floodplain Map	A6
USGS StreamStats Map	A7
USDA Soil Map, Newton County	A8
Photo Location Map.....	A13
Project Photos..... Removed to avoid duplication; See Appendix B	A14
Preliminary Jurisdictional Determination Form	A35



Waters of the U.S. Determination Report
SR 14– Bridge Replacement
2.27 miles east of US 41
Newton County, Indiana
Des. No. 1700076

Date of Waters Investigation

October 12, 2018

Location

The project is located along SR 14, 2.27 miles east of US 41 north of Morocco, Indiana (Attachment A1).

- Newton County, McClellan Township, Indiana
- Sections 25 and 36, Township 30 North, and Range 9 West
- Enos 1:24,000 United States Geological Survey (USGS) Quadrangle (Attachments A2 and A3)

Project Description

The Federal Highway Administration and the INDOT – LaPorte District propose to proceed with a bridge replacement project in central Newton County, Indiana (Des. No. 1700076). The proposed project will involve the replacement of the existing concrete arch bridge (Bridge No. 014-56-03655) that carries SR 14 over Beaver Creek with a new bridge. The maintenance of traffic will utilize a detour using US 41 to SR 114 to SR 55.

National Wetlands Inventory (NWI)

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html), one wetland polygon representing the channel of Beaver Creek is within the project area. This wetland is a riverine, lower perennial, unconsolidated bottom, semi-permanently flooded, excavated (R2UBFx) resource according to the classification codes in Cowardin *et al* (1979) (Attachment A5). No other wetland polygons are mapped within 0.5 mile of the project area.

Streams

HYDROGRAPHY_HIGHRES_FLOWLINE_NHD_USGS: Streams, Rivers, Canals, Ditches, Artificial Paths, Coastlines, Connectors, and Pipelines in Watersheds of Indiana (U. S. Geological Survey, 1:24,000, Line Shapefile) and the Enos 1:24,000 scale USGS topographic map indicate that Beaver Creek is a solid blue line feature flowing southwest through the project area (Attachments A2 and A3).

Soils

The Soil Survey Geographic (SSURGO) database for Newton County includes the following mapped soil series within the SR 14 Bridge Replacement project (Attachments A8-A12).

- **Granby fine loamy sand (Gt):** This is a very deep, poorly to very poorly drained soil formed in sandy outwash or sandy glaciolacustrine deposits outwash plains, lake plains, and glacial drainageways. Slopes range from 0 to 2 percent. Granby fine loamy sand is considered a hydric soil with a hydric rating of 95.



Hydrology

According to the Indiana Floodplain Information Portal (<http://dnrmapping.dnr.in.gov/appsphp/fdms/>) and available FEMA floodplain maps (Attachment A6), the project does not cross a 100-year floodplain or regulated floodway. The base floodplain elevation is 667.2. According to the USGS StreamStats Website (<https://water.usgs.gov/osw/streamstats/indiana.html>), Beaver Creek drains approximately 0.89 square mile upstream of the project area (Attachment A7). The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is #071200021302 which identifies the Hanger Ditch-Beaver Creek Watershed.

Field Reconnaissance

Lochmueller Group conducted a field review for streams and wetlands within the survey area for the Bridge Replacement Project on October 12, 2018. One stream, Beaver Creek, and no wetlands were identified within the survey area. No roadside ditches with a defined ordinary high water mark (OHWM) were observed. Identified features from the field reconnaissance can be seen in Attachments A14 to A34.

Wetland Analysis

The October 2018 field investigation resulted in the identification of no wetlands within the survey area. The general topography of the area sloped toward Beaver Creek and numerous tile drains were noted, making the area not conducive to ponding and the development of wetlands. No areas of hydrophytic vegetation or hydrology indicators were observed. Wetland determinations were conducted in accordance with the *U.S. Army Corps of Engineers Wetland Delineation Manual* (1987) and the *Regional Supplement of the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region 2.0* (2012).

Stream Analysis

The October 2018 field investigation for the SR 14 Bridge Replacement Project resulted in the evaluation of one jurisdictional stream, Beaver Creek.

Beaver Creek

Beaver Creek is a stream feature that flows southwest within the survey area. Approximately 305 feet of this feature was evaluated as part of this field investigation. This feature appears to be a constructed channel, conveying agricultural drainage from the surrounding area. Beaver Creek is a perennial feature characterized by a wide, deep channel with a muck, silt, and sand substrate. There were no riffles or pools present. The riparian area was narrow within the generally rural, agricultural area and consisted of herbaceous coverage dominated by reed canary grass (*Phalaris arundinacea*) and rice cut grass (*Leersia oryzoides*) along the banks. No erosion was observed. Moderate instream vegetation consisting of duckweed (*Lemna minor*) was observed. The ordinary high water mark (OHWM) was 17 feet, 7 inches wide by 1 foot, 2 inches deep upstream of the bridge and 19 feet, 6 inches wide by 1 foot, 6 inches deep downstream of the bridge. This resource is a poor quality, perennial resource based on the substrate, flow regime, and constructed nature. Beaver Creek is a riverine, lower perennial, unconsolidated bottom, semi-permanently flooded, excavated (R2UBFx) stream according to the classifications by Cowardin *et al* (1979). Beaver Creek is likely to be a Water of the US due to hydrologic connectivity to the Iroquois River, a traditionally navigable waterway (TNW).



Table 1: Stream Summary Table

Stream	Photos	Lat/Long	OHWM	USGS Blueline?	Substrate	Riffles? Pools?	Quality	Water of the U.S.?
Beaver Creek	12-17, 19-21, 24-28	41.0138° -87.4067°	19'6" wide x 1'6" deep	Yes	Muck, Silt, and Sand	No	Poor	Yes

Conclusions

The October 2018 field review for the SR 14 Bridge Replacement Project identified one stream feature, Beaver Creek, within the investigation area. No wetland features were identified within the survey area. Beaver Creek is considered to be jurisdictional due to its connectivity to the Iroquois River, a TNW.

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

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

Preparers

Lochmueller Group, Inc. Staff	Position	Contributing Effort
Ruth Hook, CPESC, CESSWI	Environmental Biologist	Field Data Collection Report Preparation
Chris Kunkel	Environmental Biologist	Field Data Collection Report Preparation

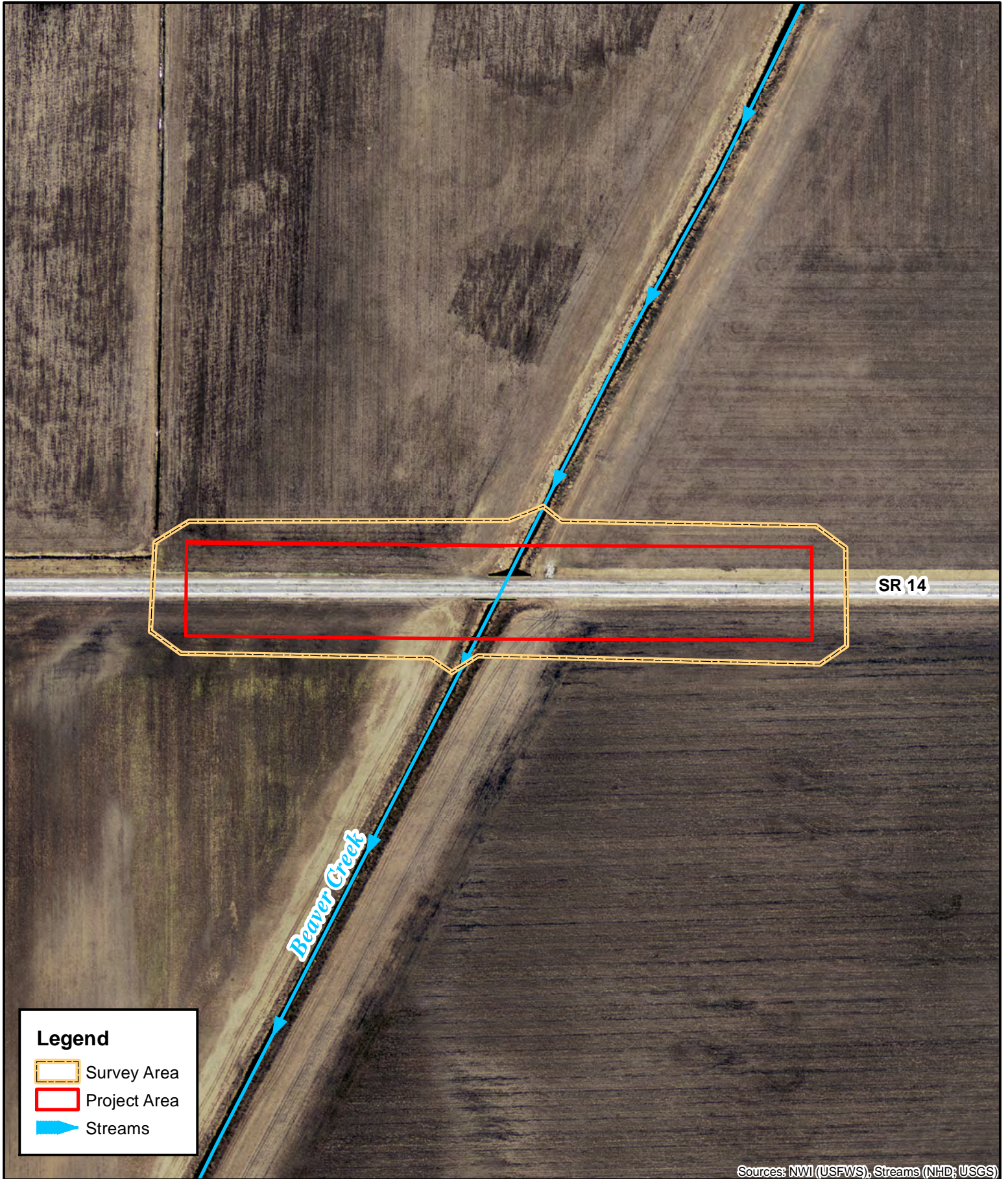
Signature of Preparer:

Ruth Hook, CPESC, CESSWI






ATTACHMENTS





Legend

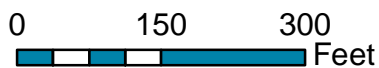
-  Survey Area
-  Project Area
-  Streams

Sources: NWI (USFWS), Streams (NHD; USGS)



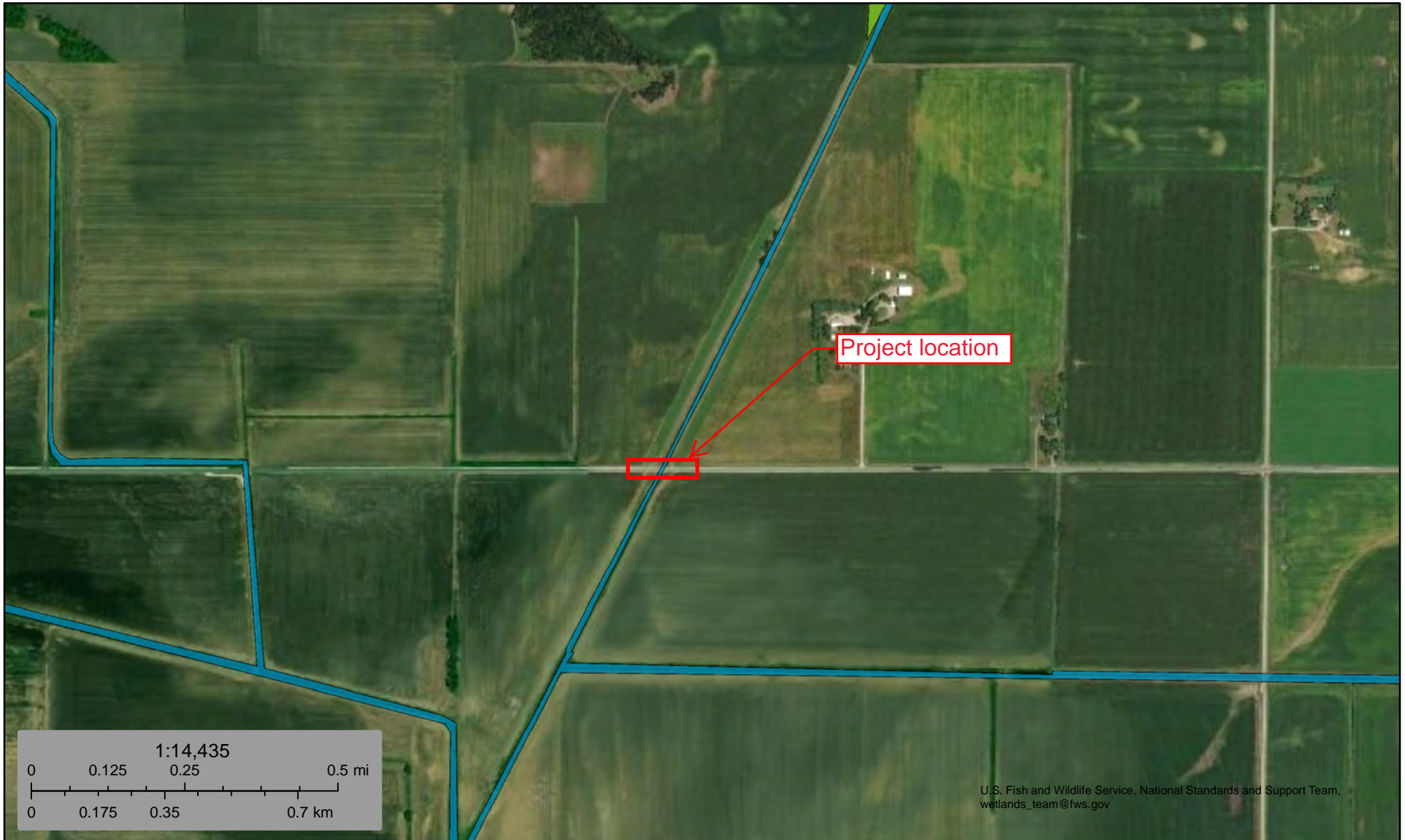
LOCHMUELLER GROUP
 3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Water Resources Map
 Des. No. 1700076
 Waters of the U.S. Report









County: Newton
 Township: McClellan
 Quadrangle: Enos
 State: Indiana
 SR 14 Bridge Replacement Project
 SR 14, 2.27 miles east of US 41
 Created: 12/28/2018, CKunkel

S:\2017\17-0076\BDD\Environ\Waters\Attachments\mxd\Water_Resource_Map_BDD.mxd



December 27, 2018

Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine



This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
		Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
		Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
		Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS		Area of Minimal Flood Hazard <i>Zone X</i>
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



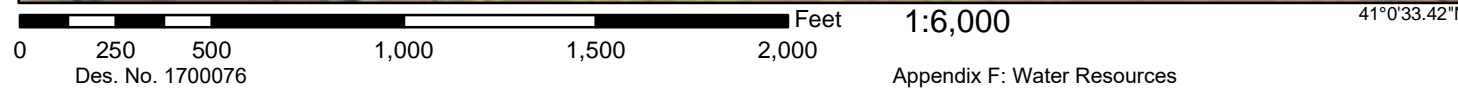
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

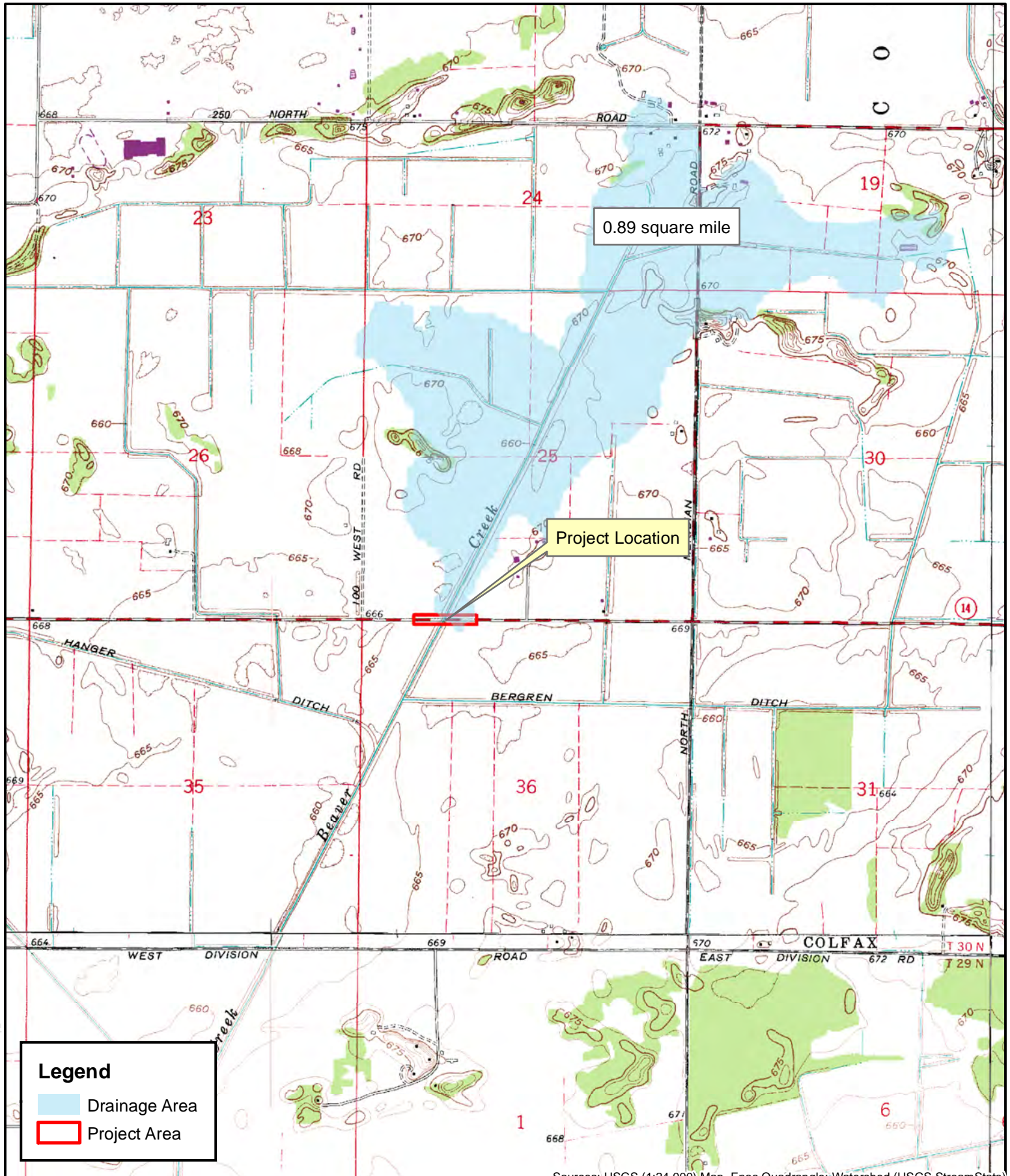
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **12/28/2018 at 9:33:11 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

41°1'0.57"N
87°24'43.47"W



87°24'6.01"W



0.89 square mile

Project Location

Legend

- Drainage Area
- Project Area

Sources: USGS (1:24,000) Map, Enos Quadrangle; Watershed (USGS StreamStats)

S:\2017\217-2072\BDD\Enos\Waters\Attachments\StreamStats Map_DBD.mxd

LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

USGS StreamStats Map
 Des. No. 1700076
 Waters of the U.S. Report

0 1,500 3,000
 Feet

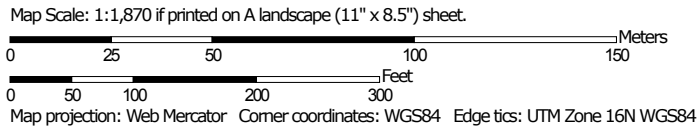
↑
N

County: Newton
 Township: McClellan
 Quadrangle: Enos
 State: Indiana
 SR 14 Bridge Replacement Project
 SR 14, 2.27 miles east of US 41
 Created: 12/28/2018, CKunkel

Soil Map—Newton County, Indiana
(Des. No. 1700076)




Soil Map may not be valid at this scale.





MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Newton County, Indiana

Survey Area Data: Version 23, Sep 7, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 7, 2010—Mar 6, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Gt	Granby loamy fine sand, 0 to 2 percent slopes	5.6	100.0%
Totals for Area of Interest		5.6	100.0%

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Gt	Granby loamy fine sand, 0 to 2 percent slopes	95	5.6	100.0%
Totals for Area of Interest			5.6	100.0%

Report—Hydric Soil List - All Components

Hydric Soil List - All Components—IN111-Newton County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
Gt: Granby loamy fine sand, 0 to 2 percent slopes	Granby	85-95	Drainageways on moraines, depressions on outwash plains, glacial drainage channels	Yes	2
	Gilford-Gravelly subsoil	0-5	Glacial drainage channels, depressions on outwash plains, drainageways on moraines	Yes	2,3
	Thetford	0-5	Depressions on outwash plains, drainageways on moraines	No	—
	Adrian	0-5	Depressions on moraines on outwash plains, depressions on outwash plains	Yes	1,3
	Morocco	0-5	Drainageways on moraines, depressions on outwash plains	No	—

Data Source Information

Soil Survey Area: Newton County, Indiana

Survey Area Data: Version 23, Sep 7, 2018

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD:

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: R. Hook; 3502 Woodview Trace, Suite 150, Indianapolis, IN 46268

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Federal Highway Administration and the Indiana Department of Transportation (INDOT), LaPorte District proposes to proceed with a bridge replacement project on SR 14, 2.27 miles east of US 41 in Newton County, Indiana (Des. No. 1700076). The proposed project would involve replacing the existing bridge (No. 014-56-03655), which conveys SR 14 over Beaver Creek. The existing bridge is a 39.7 foot wide, 68-foot long concrete bridge. The proposed project would replace the existing concrete arch bridge with a new bridge. The project is located in McClellan Township in Sections 25 and 36, Township 30 North, and Range 9 West of the Enos U.S. Geological Survey (USGS) Quadrangle.

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

State: **Indiana** County/parish/borough: **Newton County** City: **near Morocco**

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

Lat.: **41.0139** Long.: **-87.4067**

Universal Transverse Mercator:

Name of nearest waterbody: **Beaver Creek**

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Beaver Creek	41.0138	-87.4067	303 linear feet (0.13 acre)	non-wetland	Section 404

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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: aerial maps, topo maps, water resources maps.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000 Enos Quadrangle.
- Natural Resources Conservation Service Soil Survey. Citation: Web soil survey; 2018, websoilsurvey.sc.ego.usda.gov/.
- National wetlands inventory map(s). Cite name: USFWS wetlands mapper; 2018, fws.gov/wetlands/Data/Mapper.html.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: FIRM panel: 18111C0120D (12/16/2014).
- 100-year Floodplain Elevation is: 667.2 (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): Newton County Aerial Imagery, 2013
or Other (Name & Date): Ground level photos 10/12/2018
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

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

Signature and date of
Regulatory staff member
completing PJD

Ruth Hook 01/02/2019
Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

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

Categorical Exclusion
Appendix G
Public Involvement



Sample Notice of
Survey Letter

**RE: INDOT Designation (DES) Number: 1700076
Lochmueller Group Project Number: 217-0372-DBD
State Road 14 over Gaff Ditch – Bridge Replacement
Newton County, Indiana**

**Notice of Entry for Survey or Investigation
August 20, 2018**

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Lochmueller Group has been hired by the Indiana Department of Transportation – LaPorte District and will be performing a survey of the project area in the near future. It may be necessary for representatives from Lochmueller Group or sub-consultants for Lochmueller Group to come on your property to complete this work. This is permitted by law under Indiana Code (IC) § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property, or if it is currently occupied by someone else, please let us know the name of the new owner or occupant so we can contact them about the survey.

Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means. The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain for such studies is necessary for the proper planning and design of this highway project. It is our sincere desire to cause you as little inconvenience as possible during this survey.


Lochmueller Group and its subcontractors will be conducting the field surveys for this project. If any problems do occur, please contact Kate Lucier via phone at 317.222.3880, e-mail at klucier@lochgroup.com, or by mail at: 3502 Woodview Trace, Suite 150, Indianapolis, Indiana 46268. You may also contact Tim Hoffa at INDOT - LaPorte via phone at 219.325.7582, e-mail at thoffa@indot.in.gov, or by mail at: INDOT – LaPorte District, 215 E Boyd Blvd, La Porte, Indiana 46350.

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

It is our sincere desire to cause you as little inconvenience as possible during our work and we thank you in advance for your cooperation.

**3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268**
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977

Sincerely,

A handwritten signature in blue ink that reads "Ruth Hook". The signature is written in a cursive, flowing style.

Ruth Hook
Environmental Biologist
LOCHMUELLER GROUP

Attachment: *INDOT's Notice of Entry for Survey or Investigation*



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

Indiana Department of Transportation Notice of Entry for Survey or Investigation Indiana Department of Transportation

If you have received a “Notice of Entry for Survey or Investigation” from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project’s development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department’s authority to enter onto any property within Indiana.

Receipt of a Notice of Entry for Survey or Investigation does not necessarily mean that INDOT will be buying property from you. It doesn’t even necessarily mean that the project will involve your property at all. Since the Notice of Entry for Survey or Investigation is sent out in the very early stages and since we want to collect data within AND surrounding the project’s limits more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Entry for Survey or Investigation, very few specifics have been worked out and actual construction of the project may be several years in the future.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Entry for Survey or Investigation, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local newspaper so interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a “Notice of Entry for Survey or Investigation”, remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
2. The project is still in its very early planning stages.
3. You will be notified of your opportunity to comment on the project at a later date.

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

Categorical Exclusion
Appendix H
Air Quality

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

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Newton County																		
Newton County	1592162	Init.	VA VARI	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	LaPorte	0	STPBG		Local Bridge Program	PE	\$75,610.37	\$0.00		\$75,610.37			
										Local Funds	PE	\$0.00	\$18,902.59		\$18,902.59			
Indiana Department of Transportation	39805 / 1500078	Init.	US 24	Bridge Replacement, Pipe Arch Or Culvert	Over Sheldon Ditch, 1.49 mi W of SR 71	LaPorte	0	NHPP		Bridge Construction	CN	\$1,459,140.00	\$364,785.00	\$1,823,925.00				
Indiana Department of Transportation	40115 / 1700305	Init.	I 65	Bridge Painting	SB over Conrail RR, 3.67 mi N of SR 10	LaPorte	0	NHPP		Bridge Consulting	PE	\$278,100.00	\$30,900.00	\$309,000.00				
										Bridge Construction	CN	\$2,385,848.70	\$265,094.30	\$2,650,943.00				
Indiana Department of Transportation	40115 / 1700305	M 06	I 65	Bridge Painting	SB over Conrail RR, 3.67 mi N of SR 10	LaPorte	0	NHPP	\$499,885.00	Bridge Consulting	PE	\$0.00	\$0.00	(\$309,000.00)	\$309,000.00			
										Bridge Construction	CN	\$351,333.90	\$39,037.10	(\$2,650,943.00)	\$3,041,314.00			
Comments:No MPO. Modify CN from FY20 to FY21 and PE/CE from FY20 to FY21.																		
Indiana Department of Transportation	40608 / 1700076	Init.	SR 14	Bridge Replacement, Concrete	Over Gaff Ditch, 2.27 mi E of US 41	LaPorte	0	STPBG		Bridge ROW	RW	\$480,000.00	\$120,000.00		\$600,000.00			
										Bridge Construction	CN	\$10,548,023.20	\$2,637,005.80		\$560,000.00	\$12,625,029.00		
Indiana Department of Transportation	41434 / 1800065	Init.	SR 114	HMA Overlay Minor Structural	US 41 to I-65	LaPorte	11.018	STPBG		Road Consulting	PE	\$379,520.00	\$94,880.00	\$474,400.00				
										Road Construction	CN	\$5,461,913.60	\$1,365,478.40			\$20,000.00	\$6,807,392.00	
Indiana Department of Transportation	41840 / 1802846	Init.	SP PARK	Surface Treatment, Chip Seal	Willow Slough Fish & Wildlife, Main Entrance Road to Boat Dock & CR100N from State Line	LaPorte	0	STPBG		DNR/INST Construction	CN	\$332,800.00	\$83,200.00	\$416,000.00				
Indiana Department of Transportation	42132 / 1500682	Init.	US 41	HMA Overlay, Preventive Maintenance	From SR 14 to SR 10	LaPorte	10.406	NHPP		Road Construction	CN	\$3,516,000.00	\$879,000.00	\$4,395,000.00				
Indiana Department of Transportation	42221 / 1500682	M 02	US 41	HMA Overlay, Preventive Maintenance	From SR 14 to SR 10	LaPorte	10.406	NHPP	\$4,830,052.00	Road Construction	CN	\$1,670,476.80	\$417,619.20	(\$4,395,000.00)		\$6,483,096.00		
										Bridge Construction	CN	\$35,740.80	\$8,935.20	(\$264,000.00)		\$308,676.00		
Comments:Please modify the CN year from FY20 to FY22. No MPO																		
Indiana Department of Transportation	42221 / 1901363	A 01	US 41	HMA Overlay, Preventive Maintenance	SR 14 to SR 10	LaPorte	9.14	NHPP	\$7,934,196.00	Road Consulting	PE	\$1,072,880.00	\$268,220.00	\$991,100.00		\$350,000.00		
										Bridge Construction	CN	\$246,940.80	\$61,735.20			\$308,676.00		
										Road Construction	CN	\$5,274,476.80	\$1,318,619.20		\$75,000.00	\$6,518,096.00		

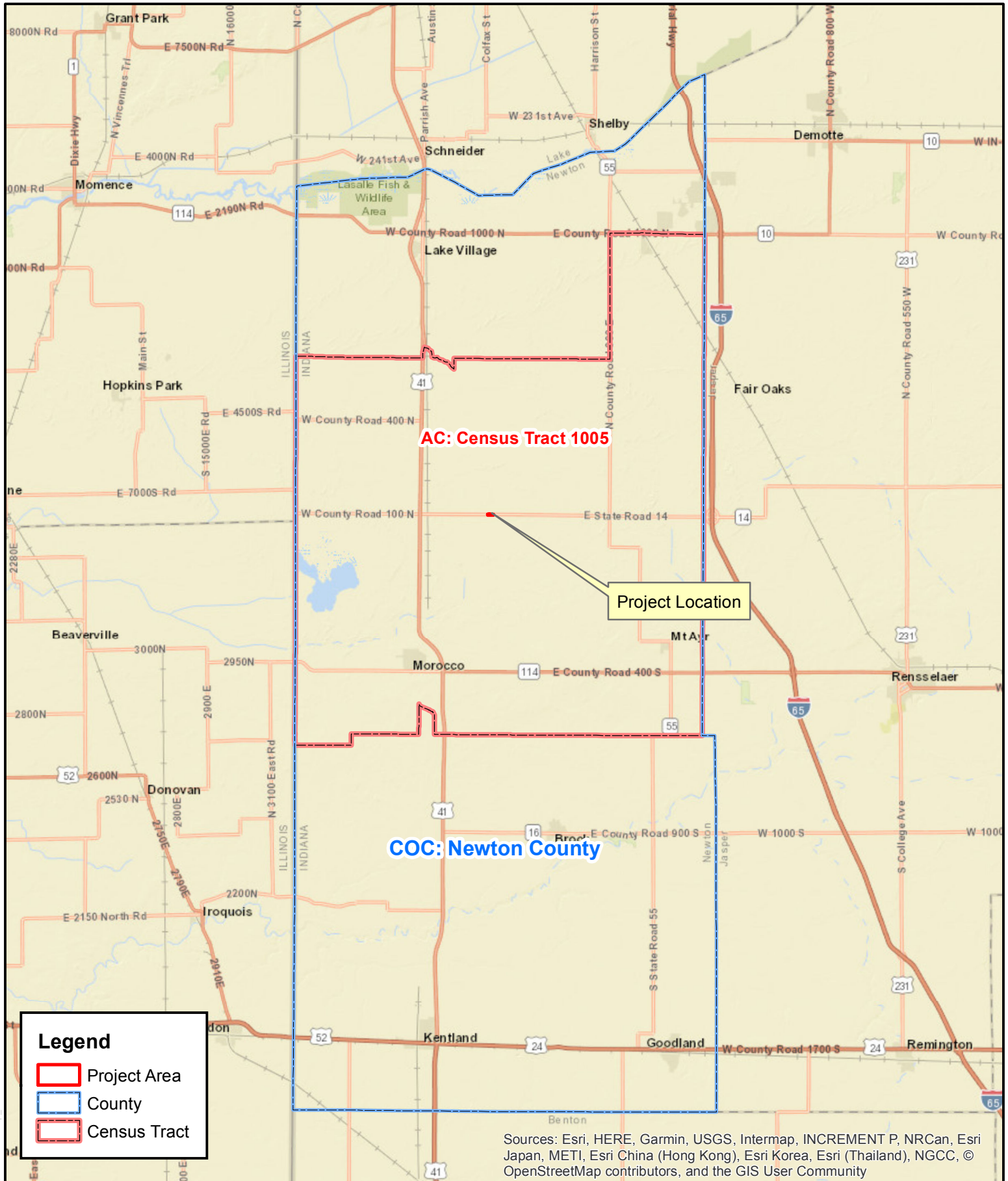
*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
Indiana Department of Transportation	40115 / 1700305	Init.	I 65	Bridge Painting	SB over Conrail RR, 3.67mi N of SR 10	LaPorte	0	NHPP		Bridge Construction	CN	\$431,300.70	\$47,922.30			\$479,223.00	
Indiana Department of Transportation	40115 / 1700306	Init.	I 65	Bridge Painting	NB over Conrail RR, 3.67mi N of SR 10	LaPorte	0	NHPP		Bridge Construction	CN	\$431,300.70	\$47,922.30			\$479,223.00	
										Bridge Consulting	PE	\$35,437.50	\$3,937.50	\$39,375.00			
Indiana Department of Transportation	40598 / 1700056	A 04	I 65	Small Structure Pipe Lining	4.84mi N of SR 10	LaPorte	0	NHPP	\$815,780.00	Bridge Consulting	PE	\$142,200.00	\$15,800.00		\$158,000.00		
										Bridge ROW	RW	\$45,000.00	\$5,000.00				\$50,000.00
										Bridge Construction	PE	\$13,500.00	\$1,500.00				\$15,000.00
Comments:Amend FY19 PE, FY21 UT/PE and FY21 ROW phases into the current STIP. No MPO.																	
Indiana Department of Transportation	40608 / 1700075	A 04	SR 10	Bridge Replacement, Concrete	Over Kinght Ditch, 2.31 mi E of US 41	LaPorte	0	STP	\$530,455.00	Bridge Construction	PE	\$40,000.00	\$10,000.00				\$50,000.00
										Bridge Consulting	PE	\$96,073.60	\$24,018.40		\$120,092.00		
										Bridge ROW	RW	\$80,000.00	\$20,000.00				\$100,000.00
Comments:Amend FY19 PE, FY21 UT/PE and FY21 ROW phases into the current STIP. No MPO.																	
Indiana Department of Transportation	40608 / 1700076	A 04	SR 14	Bridge Replacement, Concrete	Over Gaff Ditch, 2.27 mi E of US 41	LaPorte	0	STP	\$906,968.00	Bridge Consulting	PE	\$135,874.40	\$33,968.60		\$169,843.00		
										Bridge ROW	RW	\$80,000.00	\$20,000.00				\$100,000.00
										Bridge Construction	PE	\$40,000.00	\$10,000.00				\$50,000.00
Comments:Amend FY19 PE, FY21 UT/PE and FY21 ROW phases into the current STIP. No MPO.																	
Indiana Department of Transportation	40608 / 1700077	A 04	SR 16	Bridge Replacement, Concrete	Over Mosquito Creek, 1.31 mi E of SR 55	LaPorte	0	STP	\$637,642.00	Bridge Construction	PE	\$40,000.00	\$10,000.00				\$50,000.00
										Bridge Consulting	PE	\$107,404.00	\$26,851.00		\$134,255.00		
										Bridge ROW	RW	\$80,000.00	\$20,000.00				\$100,000.00
Comments:Amend FY19 PE, FY21 UT/PE and FY21 ROW phases into the current STIP. No MPO.																	
Indiana Department of Transportation	40608 / 1700083	A 04	US 41	Bridge Replacement, Concrete	NB over Chizum Ditch, 1.63 mi N of SR 16	LaPorte	0	NHPP	\$802,706.00	Bridge Consulting	PE	\$108,852.80	\$27,213.20		\$136,066.00		
										Bridge Construction	PE	\$40,000.00	\$10,000.00				\$50,000.00

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

Categorical Exclusion
Appendix I
Environmental Justice
Analysis



AC: Census Tract 1005

Project Location

COC: Newton County

Legend

- Project Area
- County
- Census Tract

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

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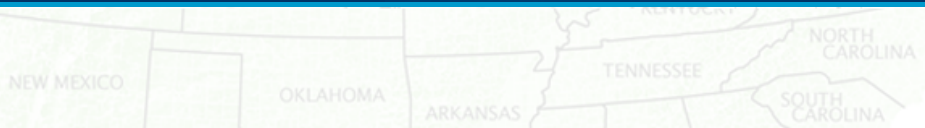
EJ Analysis Map
 Des. No. 1700076

0 2.5 5
 Miles

County: Newton
 Township: McClennan
 State: Indiana

SR 14 Bridge Project
 SR 14, 2.27 miles east of US 41
 Created: 3/11/2020, Author

	COC Newton County, Indiana	AC 1 Census Tract 1005
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	13,805	3,047
Total Population Below Poverty Level	1,932	266
Percent Low-Income	14.0%	8.7%
125 Percent of COC	17.5%	
AC Percent Low-Income Greater Than 125 Percent of COC?		No
AC Percent Low-Income Greater Than 50 Percent?		No
Population of EJ Concern?		No
MINORITY POPULATION		
Total Population	14,056	3,056
Minority Population	1,191	320
Percent Minority	8.5%	10.5%
125 Percent of COC	10.6%	
AC Percent Minority Greater Than 125 Percent of COC?		No
AC Percent Minority Greater Than 50 Percent?		No
Population of EJ Concern?		No



B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined
2013-2017 American Community Survey 5-Year Estimates

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

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

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

	Newton County, Indiana		Census Tract 1005, Newton County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	13,805	+/-107	3,047	+/-241
Income in the past 12 months below poverty level:	1,932	+/-479	266	+/-97
Male:	735	+/-250	63	+/-40
Under 5 years	74	+/-46	0	+/-11
5 years	4	+/-8	0	+/-11
6 to 11 years	84	+/-44	4	+/-9
12 to 14 years	95	+/-105	0	+/-11
15 years	7	+/-7	3	+/-5
16 and 17 years	50	+/-54	0	+/-11
18 to 24 years	95	+/-79	1	+/-3
25 to 34 years	83	+/-51	31	+/-35
35 to 44 years	80	+/-64	8	+/-10
45 to 54 years	58	+/-37	0	+/-11
55 to 64 years	69	+/-35	10	+/-14
65 to 74 years	23	+/-25	5	+/-9
75 years and over	13	+/-12	1	+/-3
Female:	1,197	+/-271	203	+/-81
Under 5 years	62	+/-29	11	+/-14
5 years	32	+/-31	0	+/-11
6 to 11 years	178	+/-91	17	+/-17
12 to 14 years	31	+/-22	3	+/-5
15 years	7	+/-10	7	+/-10
16 and 17 years	79	+/-53	0	+/-11
18 to 24 years	197	+/-84	70	+/-57
25 to 34 years	99	+/-50	9	+/-9
35 to 44 years	135	+/-43	13	+/-14
45 to 54 years	145	+/-85	7	+/-7
55 to 64 years	129	+/-51	27	+/-23
65 to 74 years	44	+/-26	15	+/-17
75 years and over	59	+/-25	24	+/-18
Income in the past 12 months at or above poverty level:	11,873	+/-477	2,781	+/-255
Male:	6,198	+/-265	1,411	+/-156
Under 5 years	268	+/-49	31	+/-25

	Newton County, Indiana		Census Tract 1005, Newton County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
5 years	39	+/-25	9	+/-10
6 to 11 years	451	+/-108	86	+/-58
12 to 14 years	175	+/-76	38	+/-31
15 years	129	+/-52	20	+/-17
16 and 17 years	152	+/-49	62	+/-41
18 to 24 years	405	+/-82	99	+/-43
25 to 34 years	768	+/-60	144	+/-57
35 to 44 years	798	+/-78	230	+/-68
45 to 54 years	914	+/-41	177	+/-59
55 to 64 years	1,033	+/-35	239	+/-58
65 to 74 years	654	+/-28	174	+/-53
75 years and over	412	+/-16	102	+/-40
Female:	5,675	+/-265	1,370	+/-166
Under 5 years	313	+/-40	93	+/-49
5 years	34	+/-62	6	+/-8
6 to 11 years	388	+/-107	89	+/-44
12 to 14 years	219	+/-86	45	+/-32
15 years	14	+/-12	0	+/-11
16 and 17 years	162	+/-52	58	+/-38
18 to 24 years	402	+/-81	134	+/-76
25 to 34 years	669	+/-67	131	+/-46
35 to 44 years	634	+/-61	182	+/-59
45 to 54 years	808	+/-88	200	+/-42
55 to 64 years	903	+/-55	143	+/-45
65 to 74 years	672	+/-31	168	+/-41
75 years and over	457	+/-59	121	+/-42

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

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

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

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



B03002

HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population

2013-2017 American Community Survey 5-Year Estimates

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

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

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

	Newton County, Indiana		Census Tract 1005, Newton County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	14,056	*****	3,056	+/-243
Not Hispanic or Latino:	13,197	*****	2,866	+/-220
White alone	12,865	+/-18	2,736	+/-217
Black or African American alone	18	+/-14	2	+/-4
American Indian and Alaska Native alone	21	+/-26	10	+/-16
Asian alone	84	+/-55	23	+/-29
Native Hawaiian and Other Pacific Islander alone	0	+/-18	0	+/-11
Some other race alone	0	+/-18	0	+/-11
Two or more races:	209	+/-56	95	+/-79
Two races including Some other race	0	+/-18	0	+/-11
Two races excluding Some other race, and three or more races	209	+/-56	95	+/-79
Hispanic or Latino:	859	*****	190	+/-133
White alone	572	+/-147	42	+/-65
Black or African American alone	0	+/-18	0	+/-11
American Indian and Alaska Native alone	0	+/-18	0	+/-11
Asian alone	0	+/-18	0	+/-11
Native Hawaiian and Other Pacific Islander alone	0	+/-18	0	+/-11
Some other race alone	245	+/-136	148	+/-116
Two or more races:	42	+/-47	0	+/-11
Two races including Some other race	42	+/-47	0	+/-11
Two races excluding Some other race, and three or more races	0	+/-18	0	+/-11

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

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

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

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
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7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Categorical Exclusion
Appendix J
Additional Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated December 2019)

1800211	1800211	Montgomery	Lake Waveland Park
1800308	1800308	Montgomery	Shades State Park
1800312	1800312N	Montgomery	Shades State Park
1800327	1800327I	Montgomery	Shades State Park
1800363	1800363BB	Montgomery	Shades State Park
1800405	1800405A	Montgomery	Calvert and Porter Woods
1800413	1800413R	Montgomery	Shades State Park
1800456	1800456	Montgomery	Shades State Park
1800480	1800480	Montgomery	Darlington Old School Park
1800110	1800110	Morgan	Pioneer Park
1800327	1800327G	Morgan	Morgan-Monroe
1800491	1800491	Morgan	Pioneer Park
1800576	1800576	Morgan	White River Greenway
1800405	1800405Y	Newton	Willow Slough Fish and Wildlife Area
1800002	1800002	Noble	Chain O'Lakes State Park
1800118	1800118A	Noble	Chain O' Lakes
1800135	1800135	Noble	Noble Co. Fairgrounds, Kendallville Fair Grounds
1800161	1800161G	Noble	Chain O' Lakes State Park
1800171	1800171B	Noble	Chain O' Lakes State Park
1800305	1800305H	Noble	Chain O' Lakes State Park
1800312	1800312B	Noble	Chain O' Lakes State Park
1800319	1800319	Noble	G. Martin Kenney Memorial Park
1800327	1800327C	Noble	Chain O' Lakes State Park
1800353	1800353	Noble	Kelly St. Park
1800358	1800358	Noble	Avilla Park
1800363	1800363D	Noble	Chain O' Lakes State Park
1800369	1800369E	Noble	Gaff Park, Mainland Park
1800378	1800378A	Noble	Chain O' Lakes State Park
1800391	1800391	Noble	Cromwell Community Park
1800405	1800405B	Noble	Big Lake Public Access Site
1800405	1800405AA	Noble	Crane Lake Public Access Site
1800405	1800405J	Noble	Eagle Lake Wetland Conservation Area
1800405	1800405T	Noble	Rome City Wetlands Fish and Wildlife Area
1800405	1800405U	Noble	Smalley Lake Public Access Site
1800413	1800413J	Noble	Chain O' Lakes State Park
1800492	1800492	Noble	Hidden Diamonds Community Park
1800513	1800513	Noble	Hidden Diamonds Community Park
1800007	1800007	Owen	McCormick's Creek State Park
1800022	1800022	Owen	McCormick's Creek State Park
1800049	1800049	Owen	McCormick's Creek State Park
1800161	1800161I	Owen	McCormick's Creek State Park
1800171	1800171G	Owen	McCormick's Creek State Park
1800312	1800312H	Owen	McCormick's Creek State Park
1800363	1800363R	Owen	McCormick's Creek State Park

Bridge Inspection Report

014-56-03655

SR 14

over

GAFF DITCH



Inspection Date: 04/09/2019

Inspected By: Amy Wines

Inspection Type(s): Routine

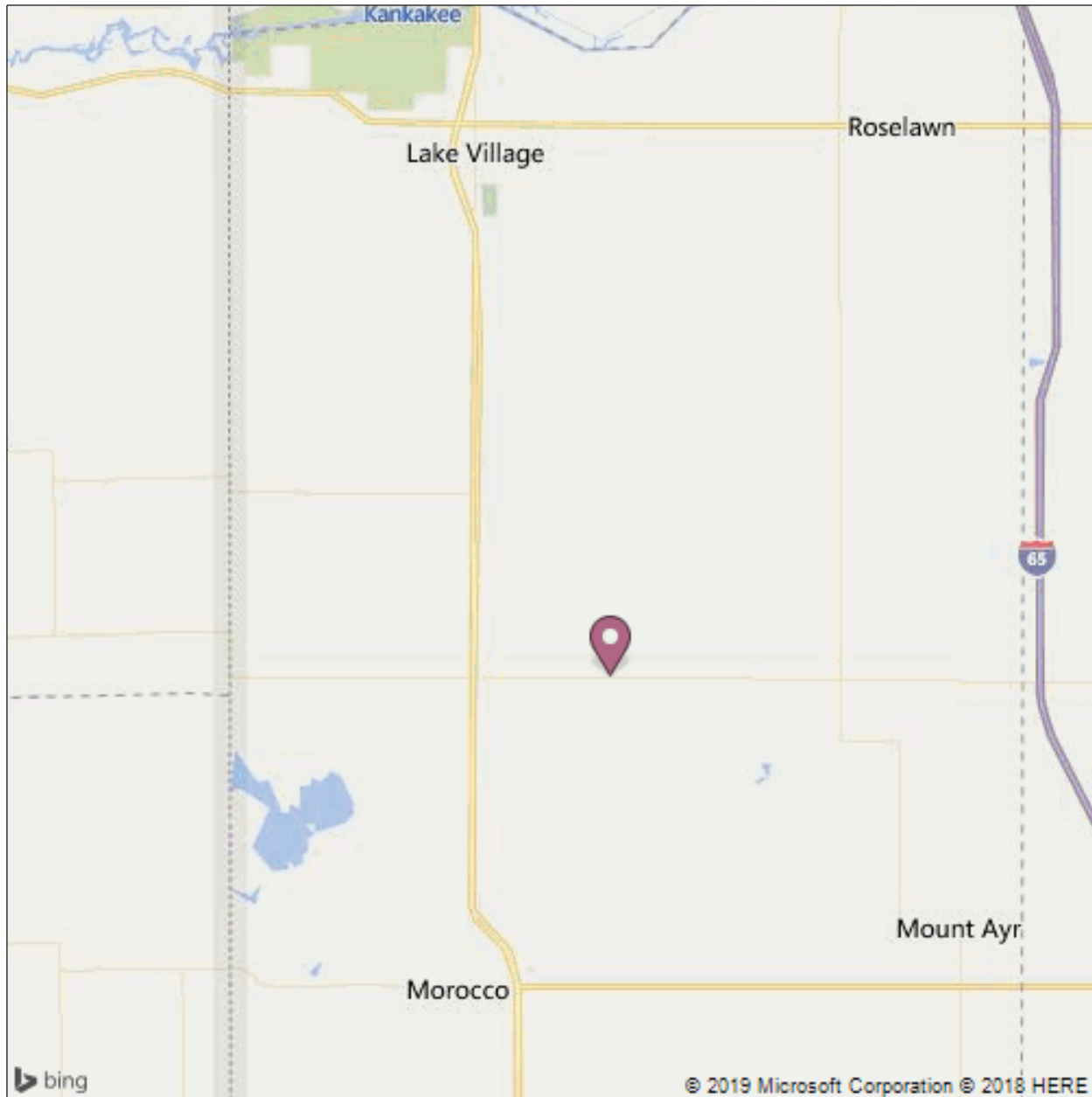
TABLE OF CONTENTS

	PAGE NUMBER
LOCATION MAP	3
EXECUTIVE SUMMARY	4
NATIONAL BRIDGE INVENTORY	5
PICTURES	9
MISCELLANEOUS ASSET DATA	13
LOAD RATING - BRADIN	15

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report



Latitude: 41.01385
Longitude: -87.40672

Inspector: Amy Wines

Asset Name: 014-56-03655

Inspection Date: 04/09/2019

Facility Carried: SR 14

Bridge Inspection Report

This inspection was made by Amy Wines and Justin Brown. The road at this structure was closed at the time of this inspection due to construction for resurfacing. AKW 4/9/19

The RP sign at the bridge (2+27) does not match the RP in BIAS (2+23). (NP 4/7/2017)

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	003580	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 3 - 1 - 00014 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	04 - La Porte	(16) LATITUDE:	41.01385
(3) COUNTY CODE:	056 - NEWTON	(17) LONGITUDE:	-87.40672
(4) PLACE CODE:	00000 - N/A	(98) BORDER	
(6) FEATURES INTERSECTED:	GAFF DITCH	A) STATE NAME:	
(7) FACILITY CARRIED:	SR 14	B) PERCENT	%
(9) LOCATION:	02.27 E US 41	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0002.270		

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN	001
A) KIND OF MATERIAL/DESIGN:	1 - Concrete	UNIT:	
B) TYPE OF DESIGN/CONSTR:	11 - Arch - Deck	(46) NUMBER OF APPROACH SPANS:	0000
(44) STRUCTURE TYPE, APPROACH SPANS:		(107) DECK STRUCTURE TYPE:	N - Not Applicable
A) KIND OF MATERIAL/DESIGN:	0 - Other	(108) WEARING SURFACE/PROT SYS:	
B) TYPE OF DESIGN/CONSTR:	00 - Other	A) WEARING SURFACE:	N - NA
		B) DECK MEMBRANE:	N - NA
		C) DECK PROTECTION:	N - NA

AGE OF SERVICE

(27) YEAR BUILT:	1946	(28) LANES:	
(106) YEAR RECONSTRUCTED:	0000	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	00
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	000785
B) UNDER BRIDGE:	5 - Waterway	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2015
		(109) AVERAGE DAILY TRUCK TRAFFIC:	10 %
		(19) BYPASS DETOUR LENGTH:	007 MI

Inspector: Amy Wines
 Inspection Date: 04/09/2019

Asset Name: 014-56-03655
 Facility Carried: SR 14

Bridge Inspection Report

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN: 0025.0 FT	(35) STRUCTURE FLARED: 0 - No flare
(49) STRUCTURE LENGTH: 00068.0 FT	(10) INV RTE, MIN VERT CLEARANCE: 99.99 FT
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: 037.0 FT
A) LEFT 00.2 FT	(53) VERT CLEAR OVER BR RDWY: 99.99 FT
B) RIGHT: 00.2 FT	(54) MIN VERTICAL UNDERCLEARANCE:
(51) BRDG RDWY WIDTH CURB-TO-CURB: 037.0 FT	A) REFERENCE FEATURE: N
(52) DECK WIDTH, OUT-TO-OUT: 039.7 FT	B) MIN VERT UNDERCLEAR: 0 FT
(32) APPROACH ROADWAY 024.0 FT	(55) LATERAL UNDERCLEARANCE RIGHT:
(33) BRIDGE MEDIAN: 0 - No median	A) REFERENCE FEATURE: N
(34) SKEW: 30 DEG	B) MIN LATERAL UNDERCLEAR: 000.0 FT
	(56) MIN LATERAL UNDERCLEAR ON LEFT: 00.0 FT

INSPECTIONS

(90) INSPECTION DATE: 04/09/2019	(91) DESIGNATED INSPECTION FREQUENCY: 24 MONTHS
(92) CRITICAL FEATURE INSPECTION:	(93) CRITICAL FEATURE INSPECTION DATE:
A) FRACTURE CRITICAL REQUIRED/FREQUENCY: N	A) FRACTURE CRITICAL DATE:
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: N	B) UNDERWATER INSP DATE:
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: N	C) OTHER SPECIAL INSP DATE:

CONDITION

(58) DECK: N - Not Applicable	(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)
(58.01) WEARING SURFACE: N - Not Applicable	(61) CHANNEL/CHANNEL PROTECTION: 6 - Bank slump. widespread minor damage
(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)	(62) CULVERTS: N - Not Applicable

CONDITION COMMENTS

(58) DECK: **N - Not Applicable**
 Comments:
 Earth filled RC arch; no deck AKW 4/9/19

(58.01) WEARING SURFACE: **N - Not Applicable**
 Comments:
 Asphalt pavement over arch bridge, under construction at the time of this inspection. AKW 4/9/19

(59) SUPERSTRUCTURE: **5 - Fair Condition (minor section loss)**
 Comments:
 Underside cracking / moisture leaching through the spandrel wall construction joints on both ends. North spandrel wall is cracked with efflorescence; south spandrel wall is in good condition. AKW 4/15/19

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report

(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:
 NE corner is spalled with exposed rebar AKW 4/9/19

(61) CHANNEL/CHANNEL PROTECTION 6 - Bank slump. widespread minor damage

Comments:
 No bank protection, minor slumping AKW 4/9/19

(62) CULVERTS: N - Not Applicable

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	5 - HS 20	(66) INVENTORY RATING:	39
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	1 - Load Factor (LF)
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	22
(64) OPERATING RATING:	68	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	85.5	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	0	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	5	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	7	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 8 - Bridge Above Approaches

Comments:

(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria

Comments:
 No substantial reduction in speed is necessary for traffic to safely cross the bridge AKW 4/9/19

(113) SCOUR CRITICAL BRIDGES: 8 - Stable for scour conditions

Comments:
 Stream profile on file at INDOT LaPorte District office.
 No rip rap.
 Piles, 30'long, driven to 20 tons

Inspector: Amy Wines
 Inspection Date: 04/09/2019

Asset Name: 014-56-03655
 Facility Carried: SR 14

Bridge Inspection Report

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	01 - State Highway Agency
(22) OWNER:	01 - State Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	07 - Rural - Major Collector
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway (bridge permit not required)	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	\$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	\$ 000000
(76) LENGTH OF IMPROVEMENT:	00000.0 FT	(97) YR OF IMPROVEMENT COST EST:	
(94) BRIDGE IMPROVEMENT COST:	\$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	001321
		(115) YR OF FUTURE ADT:	2030

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report



PHOTO 1 Condition
Description North profile



PHOTO 2 Condition
Description South profile

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report



PHOTO 3 Condition
Description Road alignment looking west



PHOTO 4 Condition
Description Abutment 1 looking north west

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report



PHOTO 6 Condition
Description Channel looking south



PHOTO 7 Condition
Description North channel

Inspector: Amy Wines
Inspection Date: 04/09/2019

Asset Name: 014-56-03655
Facility Carried: SR 14

Bridge Inspection Report



PHOTO 8 Condition
Description South channel



PHOTO 9 Condition
Description East road alignment

Miscellaneous Asset Data
Asset Management

003580

Load Rating 2:

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection?

Extended Frequency:

Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program.

Approval Date:

Joints: ** Indicate location, type, and rating of lowest rated joint.*

No Joints Present

Comments:

Terminal Joints: **Rating of lowest rated terminal joint.* N

Comments:

Concrete Slopewall: **Rating of lowest rated slopewall.* N

Comments:

Bearings: ** Indicate type, and rating of lowest rated bearing.*

N - No Bearing(s)

Comments:

Approach Slabs: ** Indicate if present & condition rating.*

N - No Approach Slabs

Comments:

Paint: * Indicate if paint present , year painted & condition rating.

N - No Paint

Not Rated

Comments:

Scour Analysis: 5 **Scour Critical:** **Scour POA?**

NBI 113 Scour Comment:

Stream profile on file at INDOT LaPorte District office.

No rip rap.

Piles, 30'long, driven to 20 tons

Endangered Species: * If yes, add one photo to the dropdown field

Bats: seen or heard under structure? *

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? *

N - No Birds and/or Nests Visi

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

LOAD RATING - BRADIN

Load Rating Date: 12-SEP-11

National Bridge Inventory (NBI):

(66B) INVENTORY RATING (H):	22	(31) DESIGN LOAD:	5
(65) INVENTORY RATING METHOD:	1	(70) BRIDGE POSTING:	5
(66) INVENTORY RATING:	39	(41) STRUCTURE OPEN/POSTED/CLOSED:	A
(63) OPERATING RATING METHOD:	1	(66C) TONS POSTED:	
(64) OPERATING RATING:	68	(66D) DATE POSTED/CLOSED:	

Posting Configurations:

Emergency Vehicles:

EV2: LEGAL RF:

EV3: LEGAL RF:

5-Axles:

AASHTO TYPE 3S2: LEGAL RF:

SU5: LEGAL RF:

TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:

2-Axles:

H20-44: LEGAL RF:

ALTERNATE MILITARY: LEGAL RF:

6+-Axles:

AASHTO TYPE 3-3: LEGAL RF:

LANE TYPE: LEGAL RF:

3-Axles:

HS20: LEGAL RF: 1.889

AASHTO TYPE 3: LEGAL RF:

SU6: LEGAL RF:

SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:

SU7: LEGAL RF:

4-Axles:

SU4: LEGAL RF:

TOLL ROAD LOADING NO. 2:
ROUTINE PERMIT RF:

MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:

MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:

Other Configurations:

H20-44: DESIGN RF: 1.1

NRL: LEGAL RF:

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:

SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF: