

Plot: 4/1/2021 4:41 PM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMP AND DRAINAGE CORRECTION.  
 (SEE PLAN AND PROFILE OR DETAIL SHEETS).  
 LINE "A" PROVIDED FOR GUIDANCE AND INFORMATION ONLY.

- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

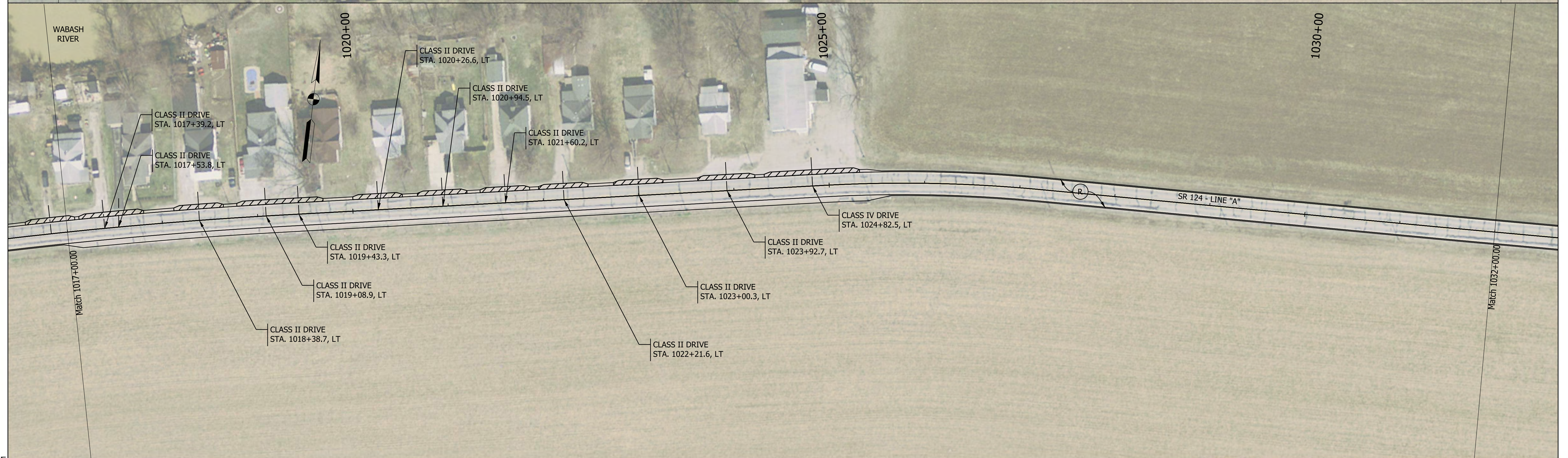
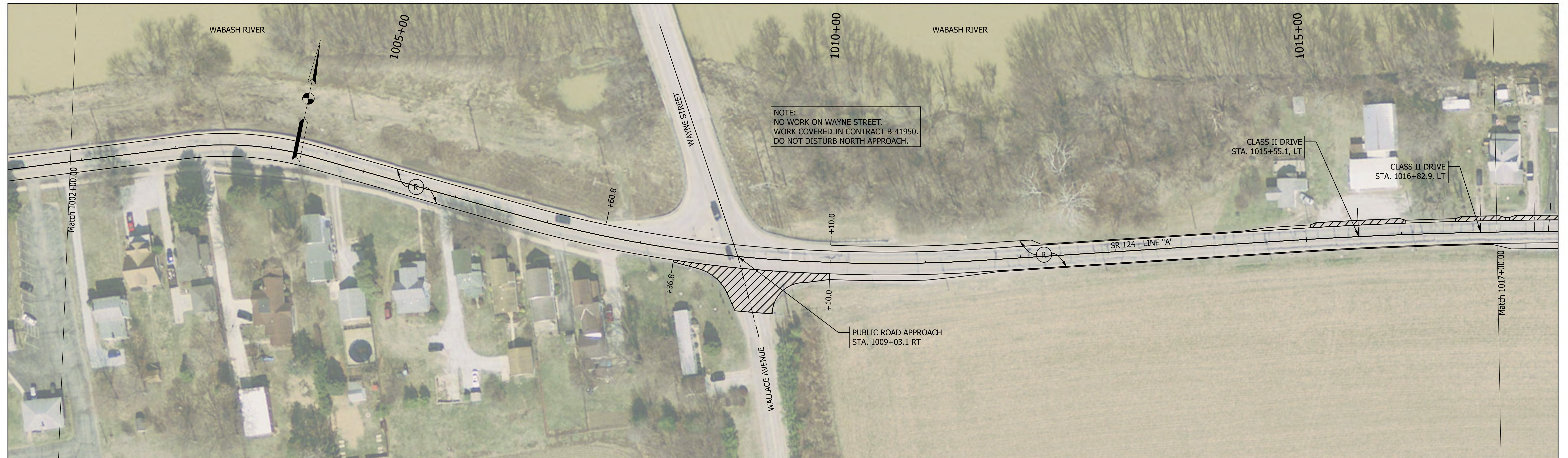
**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
 STA. 978+00 TO STA. 1002+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 14 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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	HMA FOR STRUCTURE INSTALLATION, TYPE B	DESIGNED: SL MAR 2021 DRAWN: SL MAR 2021 CHECKED: AKB MAR 2021 CHECKED: AKB MAR 2021		PLAN SHEET STA. 1002+00 TO STA. 1032+00	SHEETS 15 of 54
MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm				CONTRACT R-41121	PROJECT 1800552005T2

Plot: 3/30/2021 9:21 AM  
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PLOT: 3/30/2021 9:22 AM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION.  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021		
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021		

**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
 STA. 1032+00 TO STA. 1062+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 16 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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Plot: 4/1/2021 4:42 PM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION.  
 (SEE PLAN AND PROFILE OR DETAIL SHEETS).  
 LINE "A" PROVIDED FOR GUIDANCE AND INFORMATION ONLY.

- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

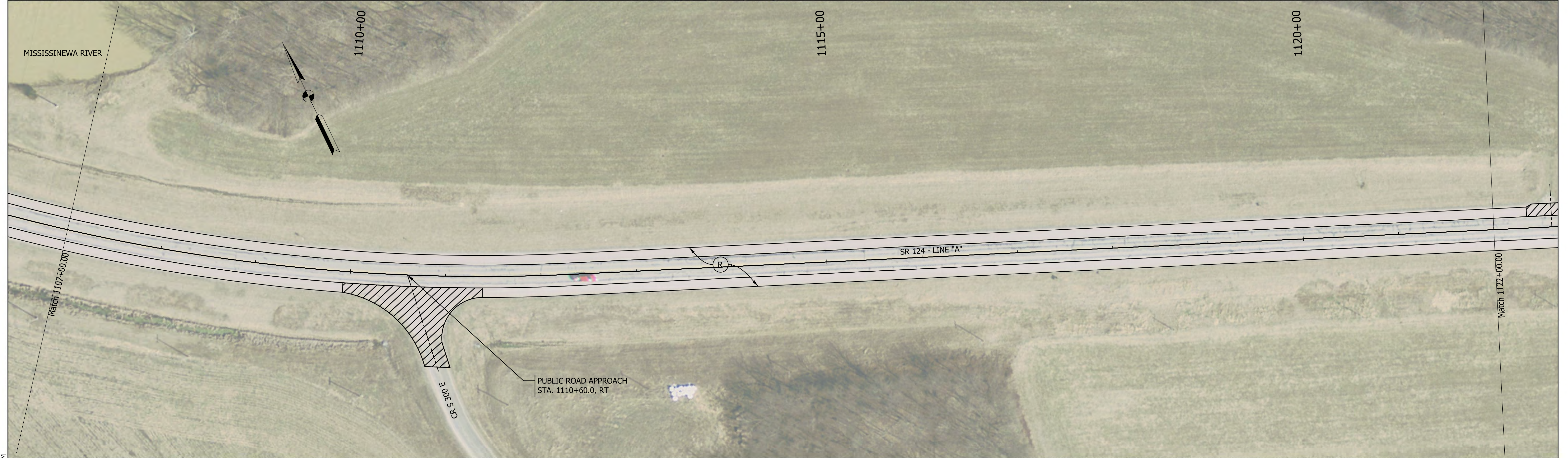
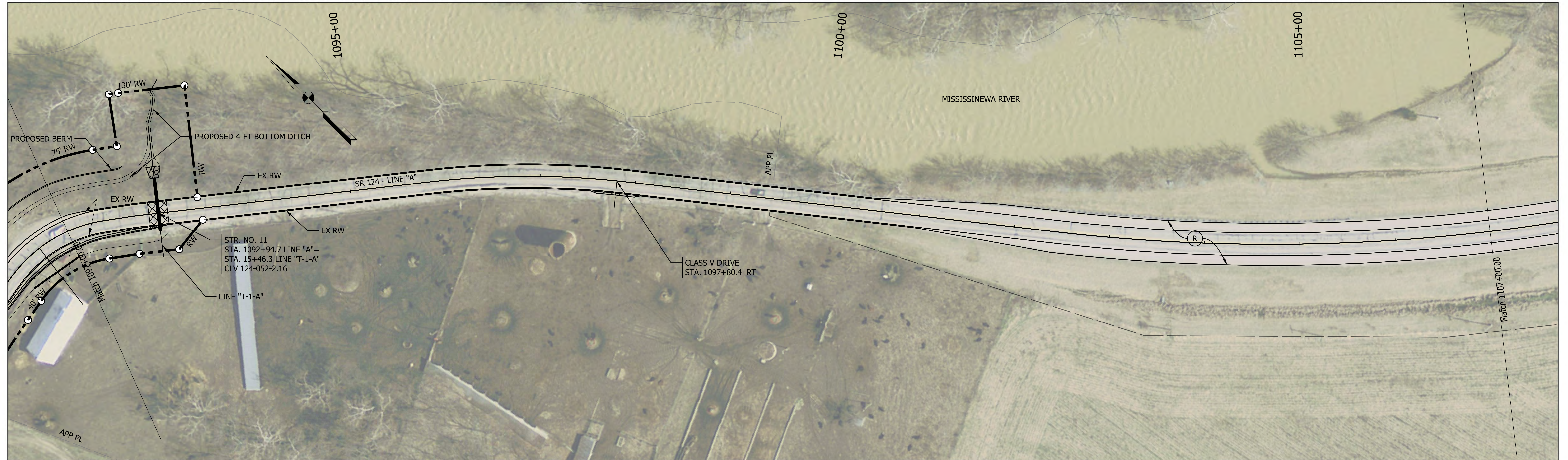
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
 STA. 1062+00 TO STA. 1092+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 17 of 54
CONTRACT R-41121	PROJECT 1800552005T2



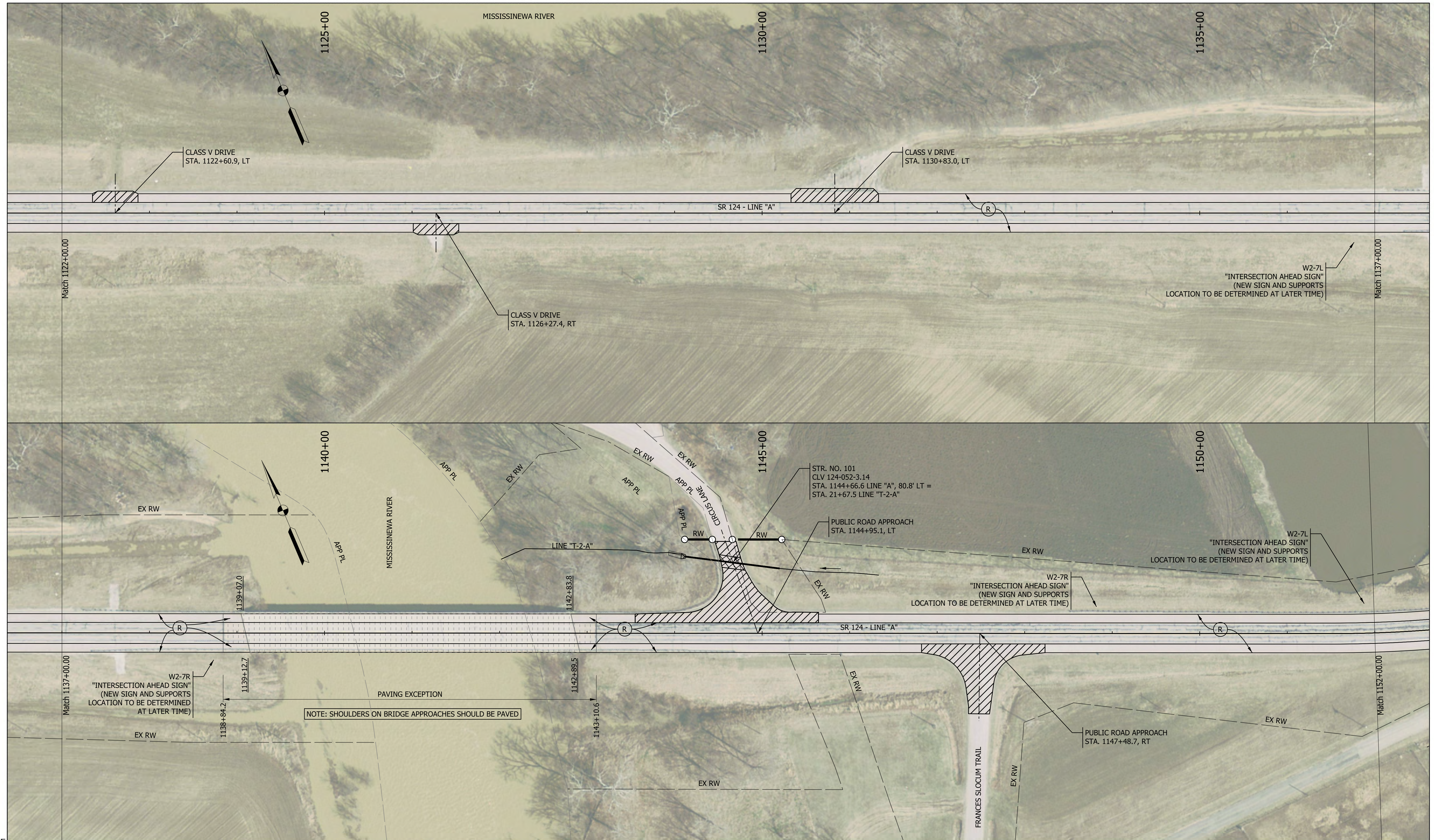


NOTE: NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT. SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION. (SEE PLAN AND PROFILE OR DETAIL SHEETS). LINE "A" PROVIDED FOR GUIDANCE AND INFORMATION ONLY.	MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION  PLAN SHEET STA. 1092+00 TO STA. 1122+00	SCALE 1" = 50'	BRIDGE FILE N/A
	HMA FOR STRUCTURE INSTALLATION, TYPE B	DESIGNED: SL MAR 2021 DRAWN: SL MAR 2021		SHEETS 18 of 54	
	MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	CHECKED: AKB MAR 2021 CHECKED: AKB MAR 2021		CONTRACT R-41121	PROJECT 1800552005T2

PLOT: 4/1/2021 4:44 PM

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Plot: 4/7/2021 9:23 AM  
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**NOTE:**  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION.  
 (SEE PLAN AND PROFILE OR DETAIL SHEETS).  
 LINE "A" PROVIDED FOR GUIDANCE AND INFORMATION ONLY.

- MILLING, APPROACHES, 1.5"  
 165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- R
 MILLING, ASPHALT, 1.5"  
 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021		
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021		

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET**  
**STA. 1122+00 TO STA. 1152+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 19 of 54
CONTRACT R-41121	PROJECT 1800552005T2





Plot: 3/30/2021 8:57 AM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION.  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

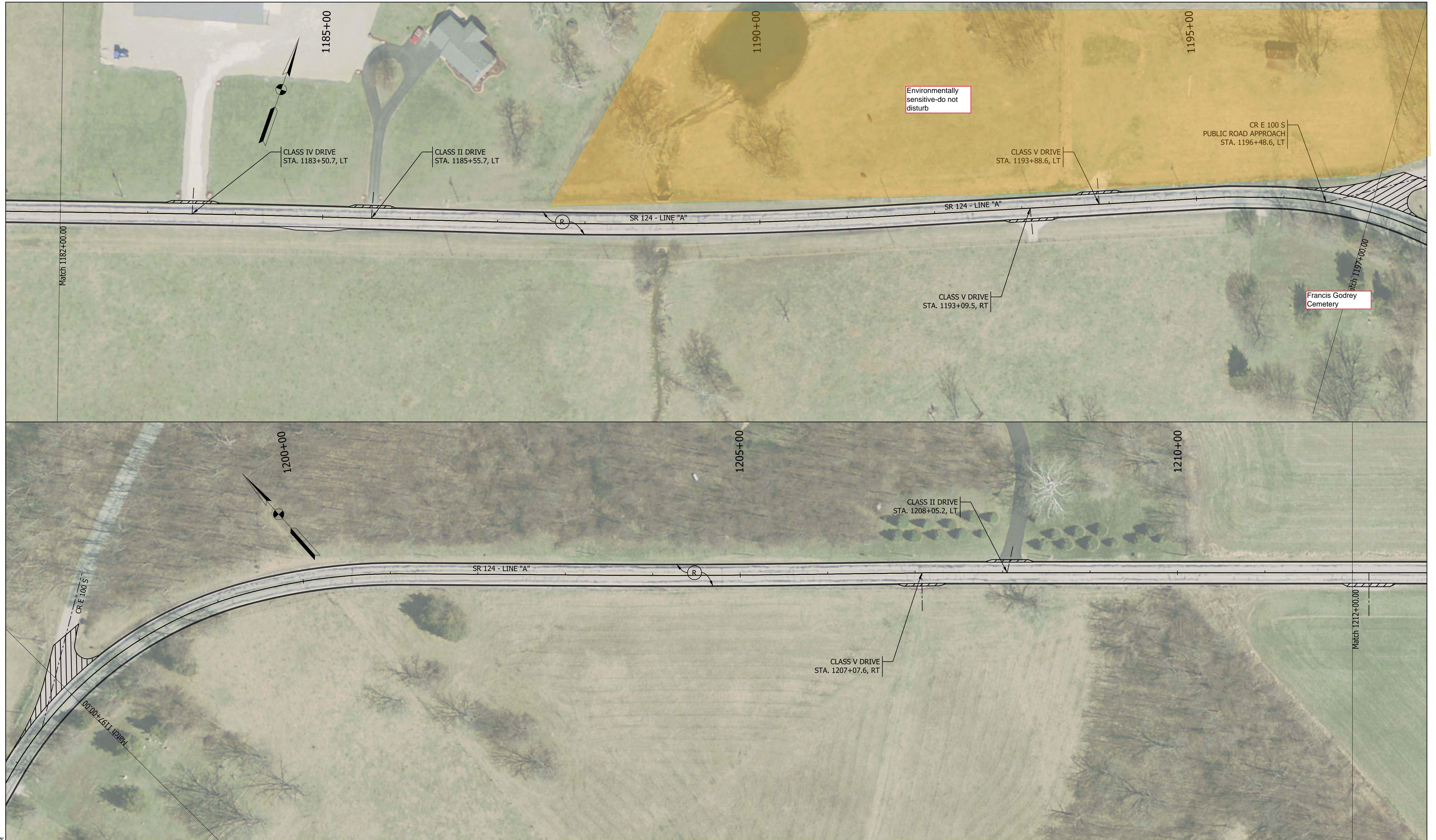
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
STA. 1152+00 TO STA. 1182+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 20 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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Plot: 3/30/2021 8:58 AM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
STA. 1182+00 TO STA. 1212+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 21 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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**NOTE:**  
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- MILLING, APPROACHES, 1.5"  
 165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021		
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021		

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**PLAN SHEET**  
**STA. 1212+00 TO STA. 1242+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 22 of 54
CONTRACT R-41121	PROJECT 1800552005T2





Plot: 3/30/2021 9:00 AM

NOTE:  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	DRAWN: SL	MAR 2021
CHECKED: AKB	CHECKED: AKB	MAR 2021

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
STA. 1242+00 TO STA. 1272+00

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 23 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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Plot: 3/30/2021 8:47 AM

NOTE:  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021		
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021		

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
STA. 1272+00 TO STA. 1302+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 24 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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Plot: 3/30/2021 8:48 AM

NOTE:  
 NO SURVEY COLLECTED FOR OVERLAY PORTION OF THIS PROJECT.  
 SURVEY COLLECTED FOR STRUCTURE REPLACEMENT, CURB RAMPS AND DRAINAGE CORRECTION.  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
 STA. 1302+00 TO STA. 1319+00**

SCALE 1" = 50'	BRIDGE FILE N/A
DESIGNATION 1800552	
SHEETS 25 of 54	
PROJECT R-41121 1800552005T2	

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Plot: 4/1/2021 4:48 PM  
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- MILLING, APPROACHES, 1.5"  
 165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

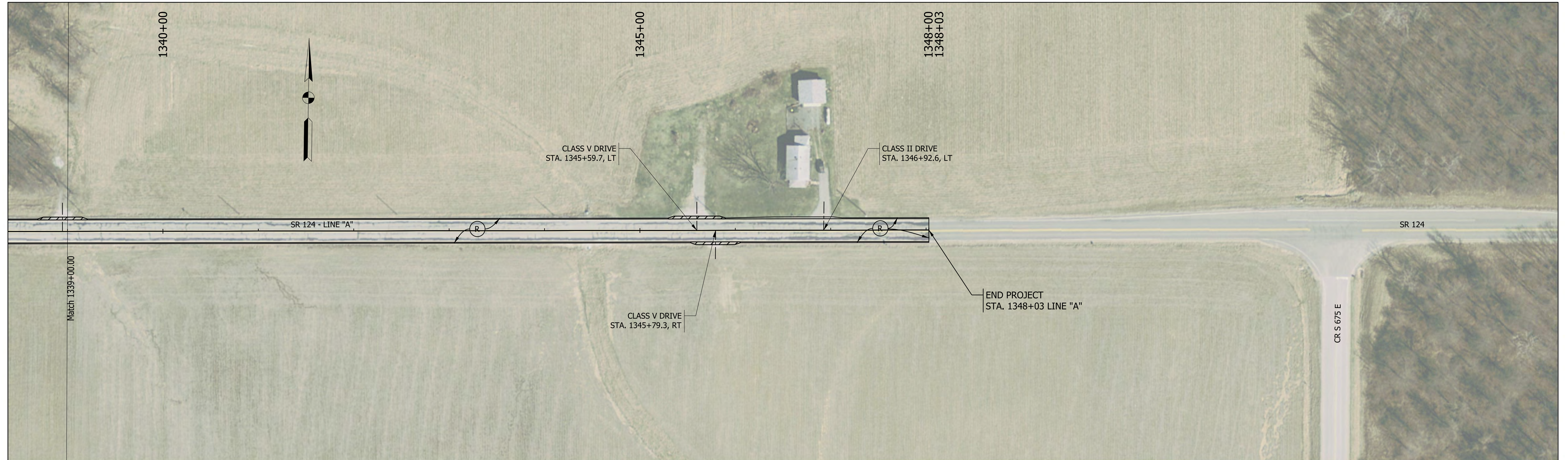
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER	_____ DATE
DESIGNED: SL      MAR 2021      DRAWN: SL      MAR 2021	CHECKED: AKB      MAR 2021      CHECKED: AKB      MAR 2021

**INDIANA  
 DEPARTMENT OF TRANSPORTATION**

**PLAN SHEET  
 STA. 1319+00 TO STA. 1339+00**

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 26 of 54
CONTRACT R-41121	PROJECT 1800552005T2





Plot: 3/30/2021 8:50 AM

NOTE:  
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- MILLING, APPROACHES, 1.5"  
165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5"  
165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021

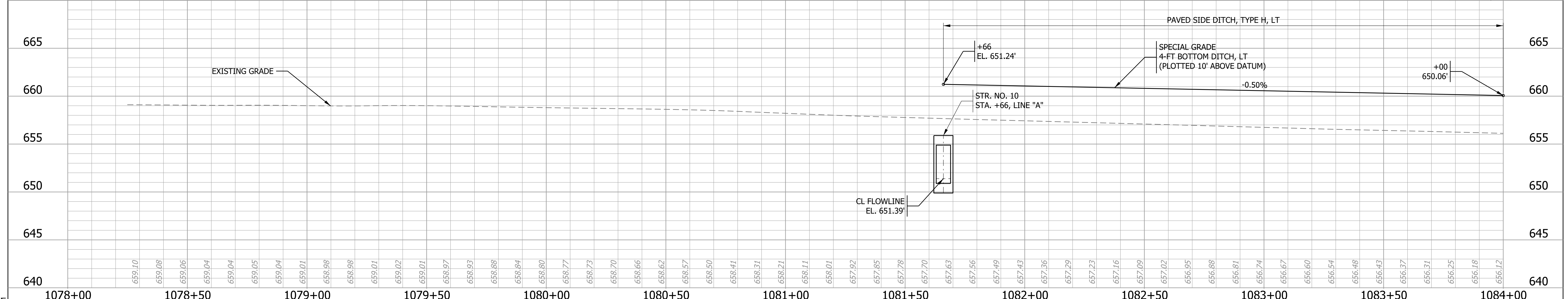
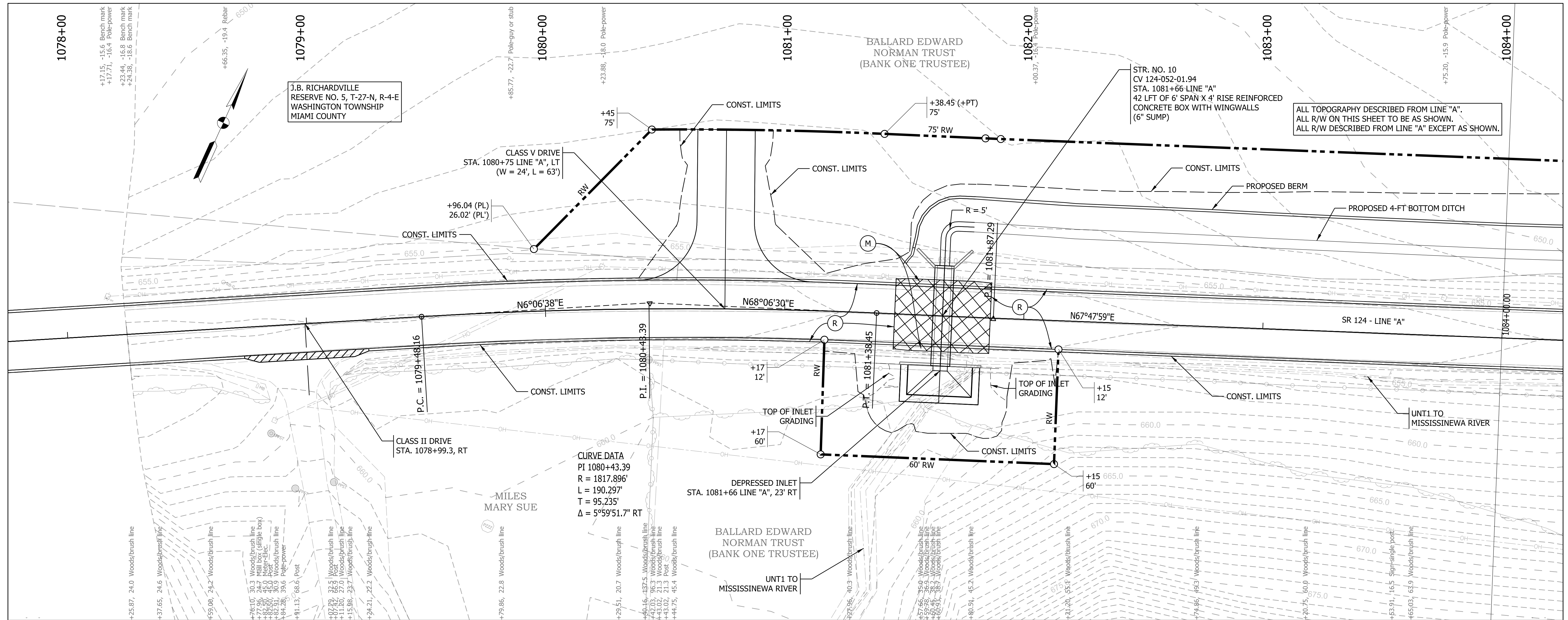
INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
STA. 1339+00 TO STA. 1348+03

SCALE 1" = 50'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 27 of 54
CONTRACT R-41121	PROJECT 1800552005T2

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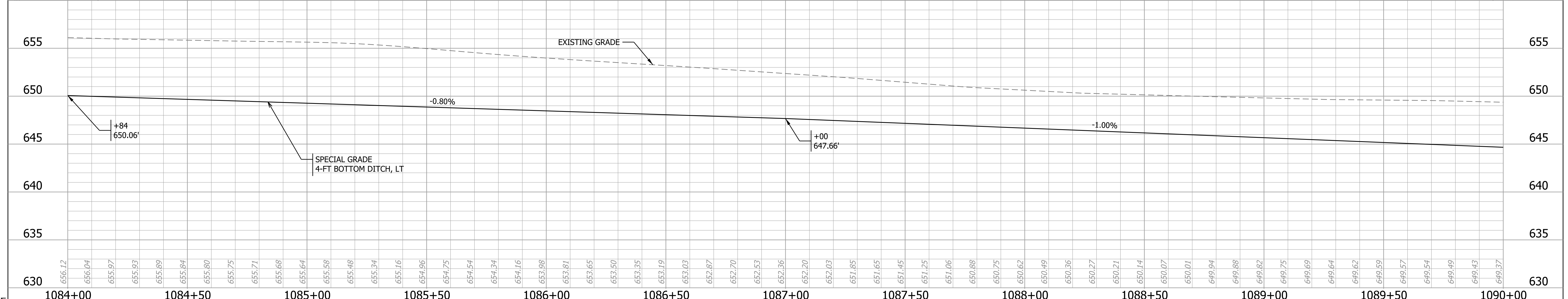
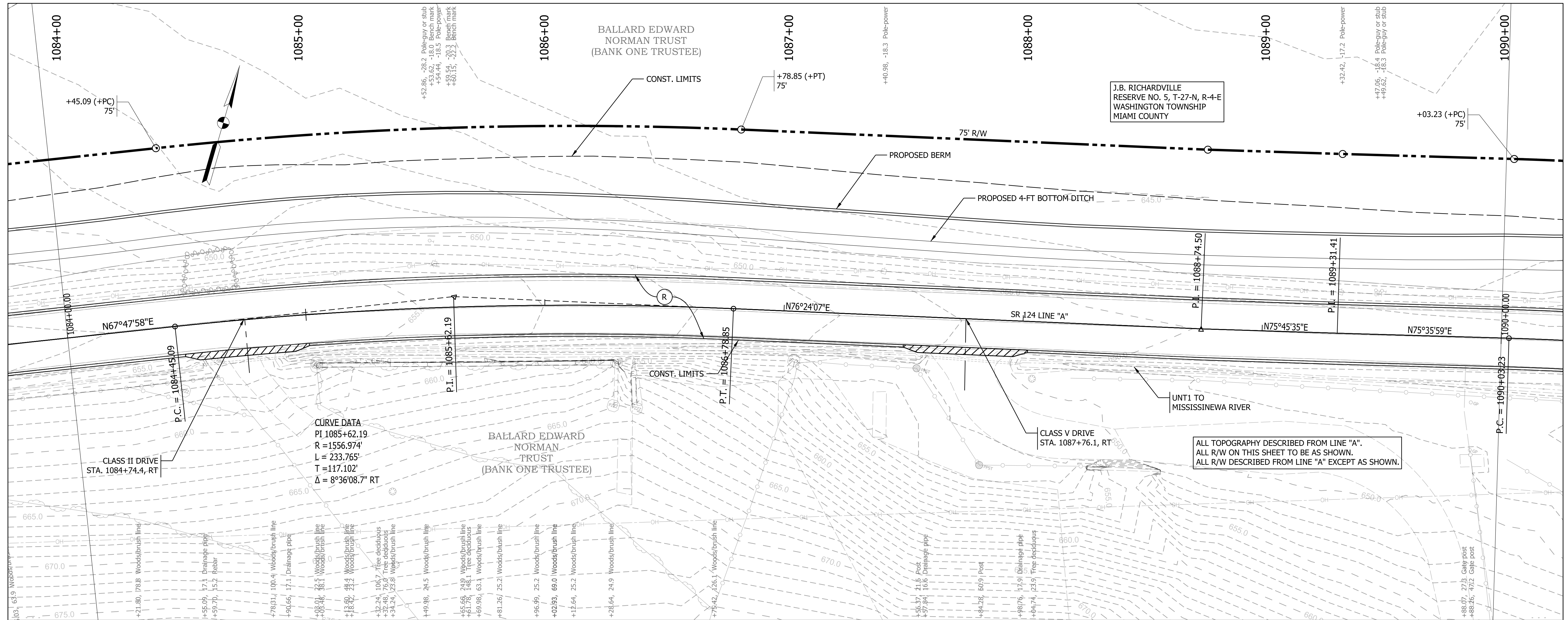




RECOMMENDED FOR APPROVAL DESIGN ENGINEER: SL MAR 2021 DRAWN: SL MAR 2021 CHECKED: AKB MAR 2021 CHECKED: AKB MAR 2021	INDIANA DEPARTMENT OF TRANSPORTATION		SCALE H: 1"=20' / V: 1"=5'	BRIDGE FILE N/A
	PLAN AND PROFILE SHEET LINE "A"		DESIGNATION 1800552	SHEETS 28 of 54
			CONTRACT R-41121	PROJECT 1800552005T2

MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B  
 HMA FOR STRUCTURE INSTALLATION, TYPE B  
 MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm





655	655
650	650
645	645
640	640
635	635
630	630

1084+00	1084+50	1085+00	1085+50	1086+00	1086+50	1087+00	1087+50	1088+00	1088+50	1089+00	1089+50	1090+00
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656.12	656.04	655.97	655.93	655.89	655.84	655.80	655.75	655.71	655.68	655.64	655.58	655.48	655.34	655.16	654.96	654.75	654.54	654.34	654.16	653.98	653.81	653.65	653.50	653.35	653.19	653.03	652.87	652.70	652.53	652.36	652.20	652.03	651.85	651.65	651.45	651.25	651.06	650.88	650.75	650.62	650.49	650.36	650.27	650.21	650.14	650.07	650.01	649.94	649.88	649.82	649.75	649.69	649.64	649.62	649.59	649.57	649.54	649.49	649.43	649.37
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- MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B
- HMA FOR STRUCTURE INSTALLATION, TYPE B
- MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB

**INDIANA DEPARTMENT OF TRANSPORTATION**

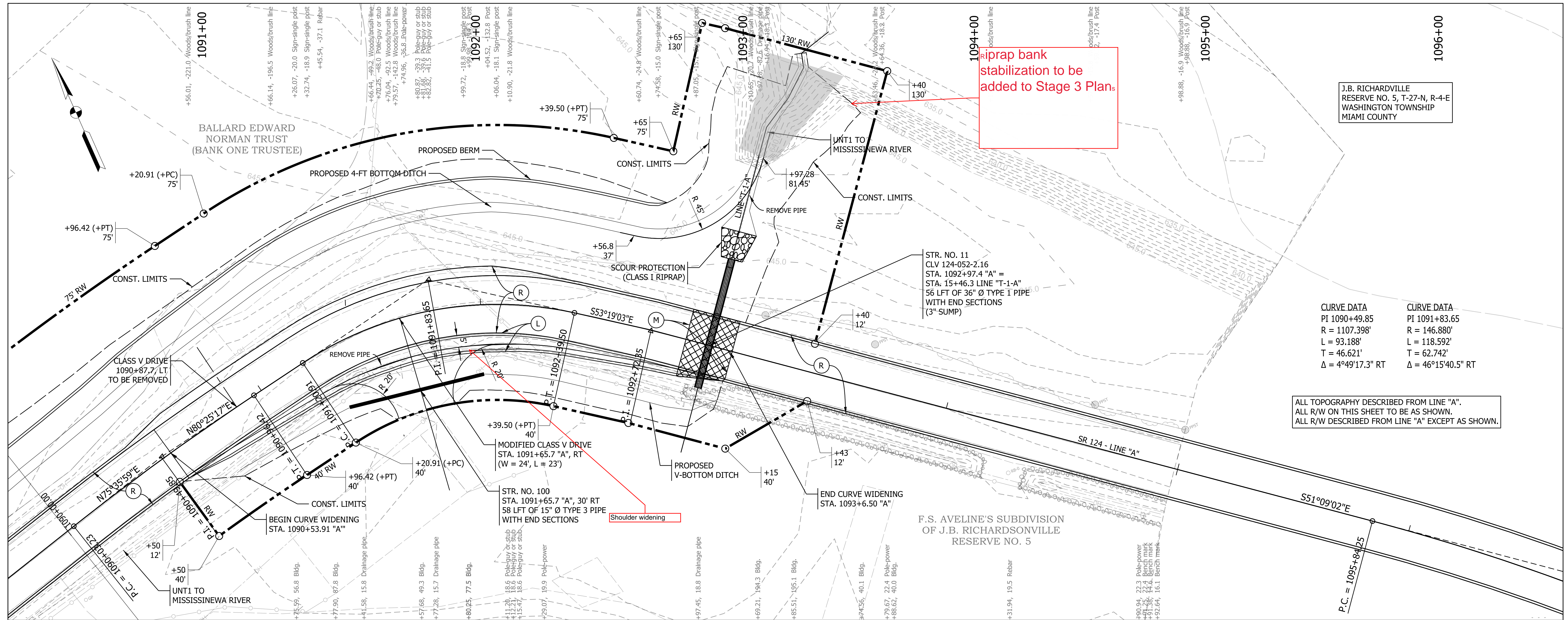
**PLAN AND PROFILE SHEET**  
**LINE "A"**

SCALE H: 1"=20' / V: 1"=5'	BRIDGE FILE N/A
DESIGNATION 1800552	SHEETS 29 of 54
CONTRACT R-41121	PROJECT 1800552005T2

Plot: 4/2/2021 9:37 AM

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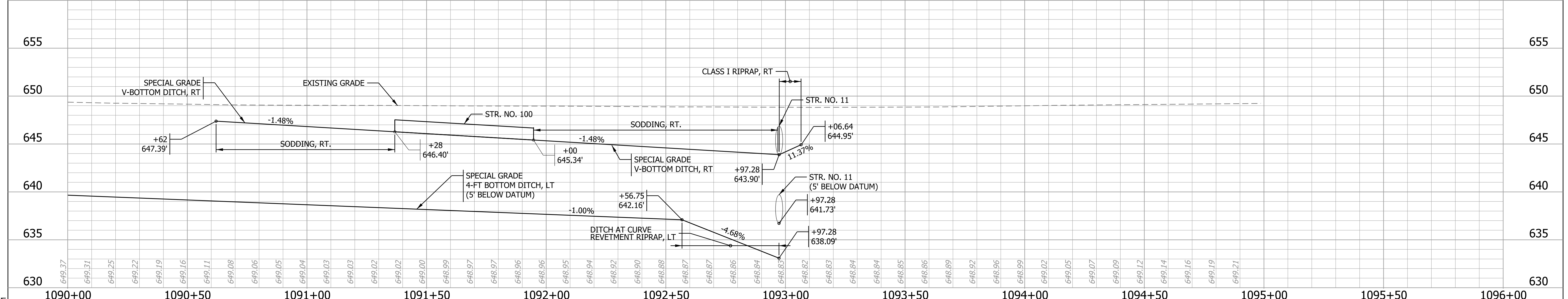




J.B. RICHARDVILLE  
RESERVE NO. 5, T-27-N, R-4-E  
WASHINGTON TOWNSHIP  
MIAMI COUNTY

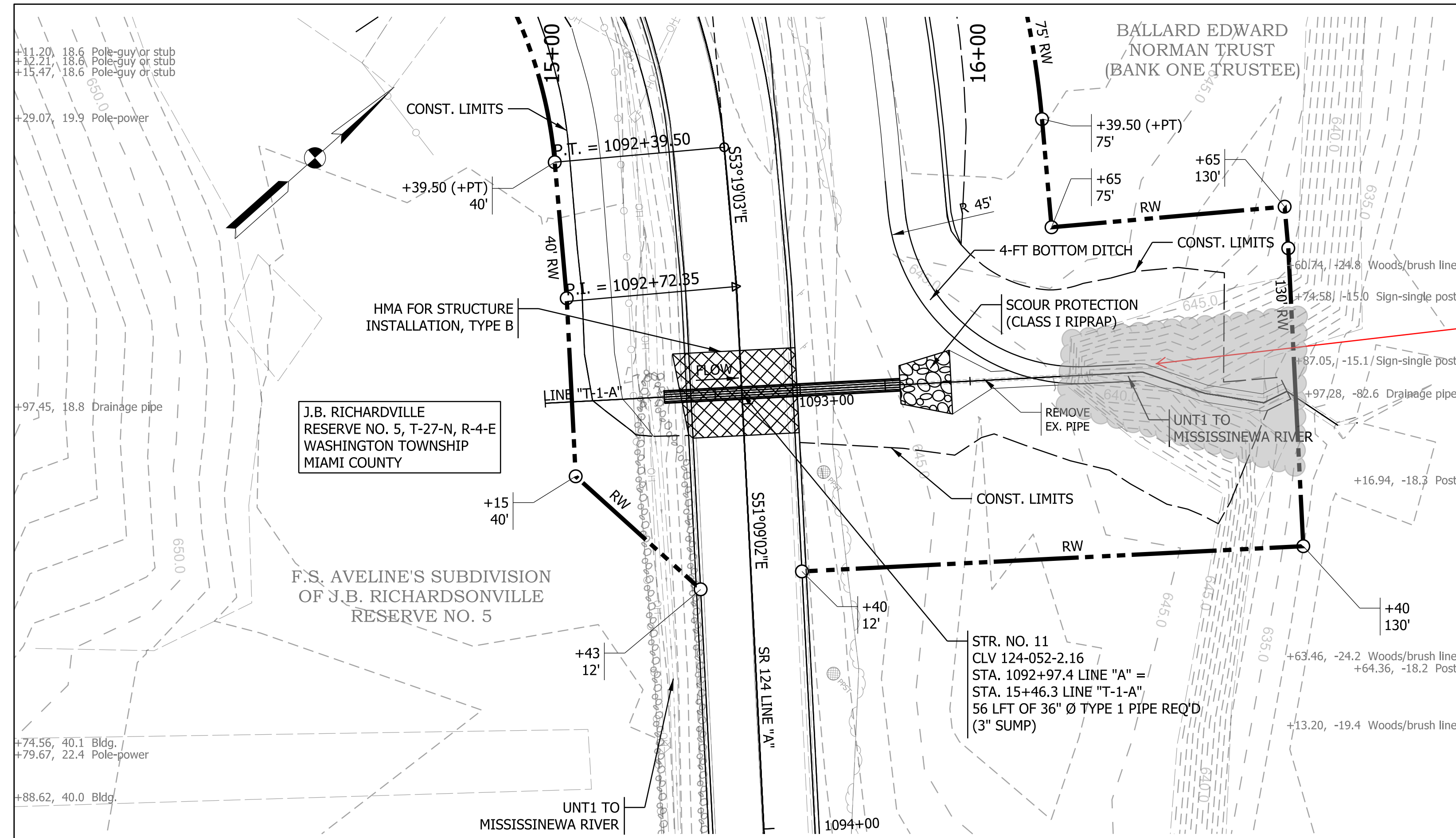
CURVE DATA	CURVE DATA
PI 1090+49.85	PI 1091+83.65
R = 1107.398'	R = 146.880'
L = 93.188'	L = 118.592'
T = 46.621'	T = 62.742'
$\Delta = 4^{\circ}49'17.3''$ RT	$\Delta = 46^{\circ}15'40.5''$ RT

ALL TOPOGRAPHY DESCRIBED FROM LINE "A".  
ALL R/W ON THIS SHEET TO BE AS SHOWN.  
ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN.



4/2/2021 9:38 AM File: pw:\indot-pw.bentley.com\indot-pw-01\Documents\Fort Wayne\1800552\Design\InRoads\Sht PlanProfile_Line A_20 Lg_3.dgn Model: Default	(L) HMA FOR WIDENING, TYPE B (M) HMA FOR STRUCTURE INSTALLATION, TYPE B (R) MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	(Hatched) MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B	RECOMMENDED FOR APPROVAL _____ DATE _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: SL MAR 2021 DRAWN: SL MAR 2021 CHECKED: AKB MAR 2021 CHECKED: AKB MAR 2021	INDIANA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE SHEET LINE "A"	SCALE H: 1"=20' / V: 1"=5' BRIDGE FILE N/A DESIGNATION 1800552 SHEETS 30 of 54 CONTRACT R-11121 1800552005T2
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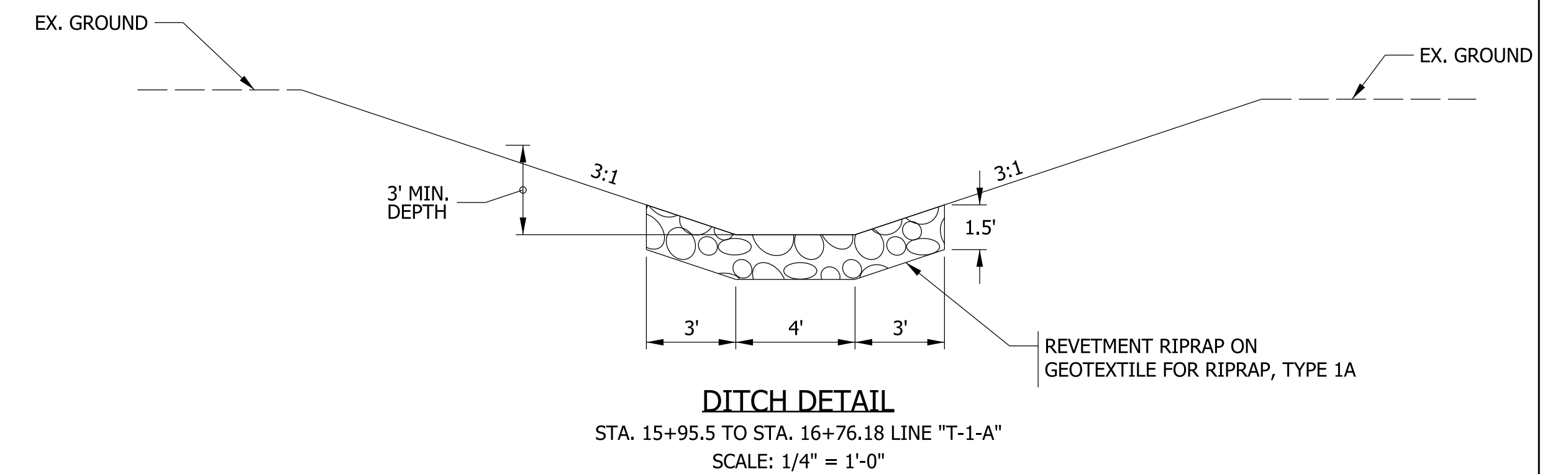
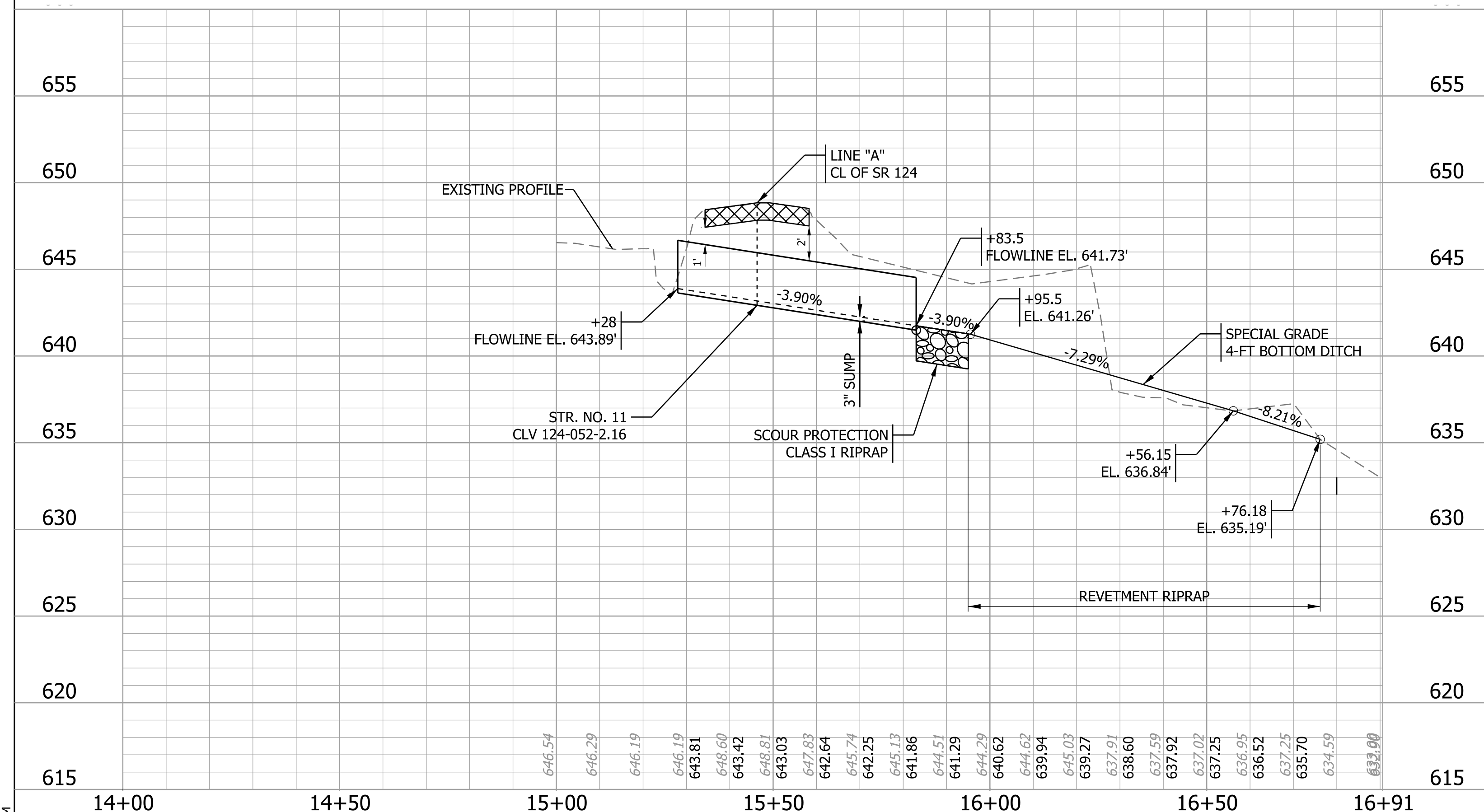


ALL TOPOGRAPHY DESCRIBED FROM LINE "A".  
 ALL R/W ON THIS SHEET TO BE AS SHOWN.  
 ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN.

Riprap bank stabilization to be added to Stage 3 Plans

HYDRAULIC DATA:	
Drainage Area:	7.9 acres
Q100 Discharge:	15 cfs
Design Roadway Serviceability Elevation:	648.67 ft.
Q100 Water Surface Elevation:	648.32 ft.
Existing Backwater:	0 ft.
Existing Q100 Headwater Elevation:	648.32 ft.
Existing Minimum Low Structure Elevation:	640.39 ft.
Proposed Backwater:	0 ft.
Proposed Q100 Headwater Elevation:	647.66 ft.
Proposed Minimum Low Structure Elevation:	641.14 ft.
Proposed Outlet Velocity:	7.39 ft./sec.

Assumed downstream flowline elevation of 638.39'



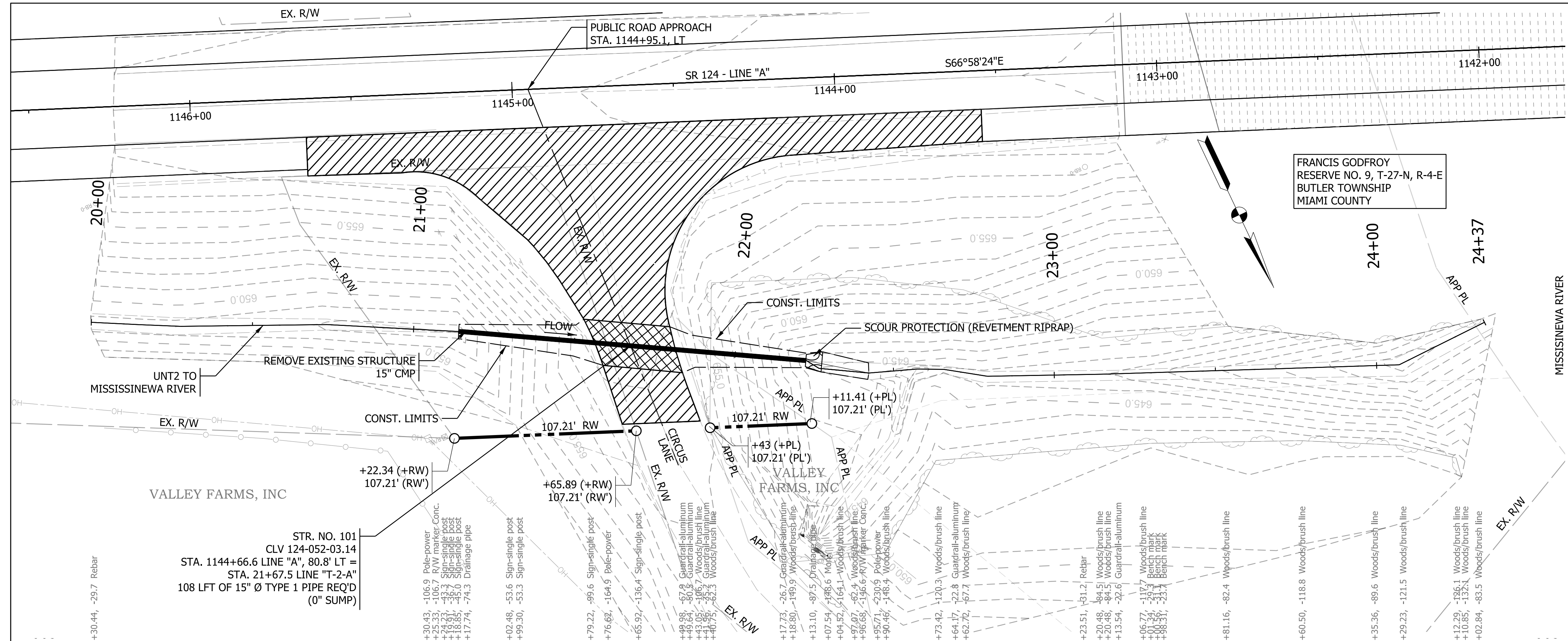
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14+00	14+50	15+00	15+50	16+00	16+50	16+91																				

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION		SCALE H: 1"=20' / V: 1"=5'	BRIDGE FILE N/A
DESIGNED: SL	MAR 2021	DRAWN: SL	MAR 2021	PLAN AND PROFILE SHEET LINE "T-1-A"	DESIGNATION 1800552	
CHECKED: AKB	MAR 2021	CHECKED: AKB	MAR 2021		SHEETS 31 of 54	
				CONTRACT R-41121	PROJECT 1800552005T2	

Plot: 4/2/2021 10:54:AM

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 Model: Default

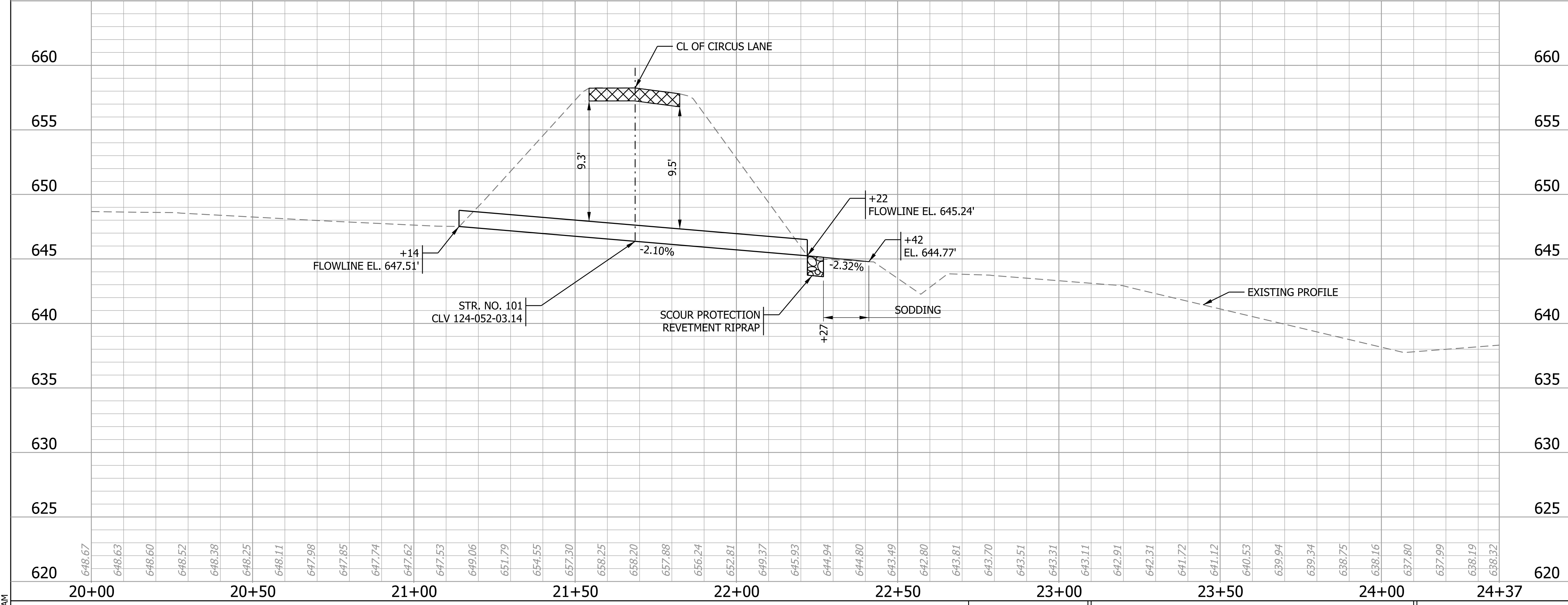




HYDRAULIC DATA:	
Drainage Area:	7.4 acres
Q100 Discharge:	18.8 cfs
Design Roadway Serviceability Elevation:	773.71 ft.
Q100 Water Surface Elevation:	770.6 ft.
Existing Backwater:	2.02 ft.
Existing Q100 Headwater Elevation:	772.62 ft.
Existing Minimum Low Structure Elevation:	768.58 ft.
Proposed Backwater:	2.01 ft.
Proposed Q100 Headwater Elevation:	772.61 ft.
Proposed Minimum Low Structure Elevation:	768.33 ft.
Proposed Outlet Velocity:	8.7 ft./sec.

Assumed downstream flowline elevation of 766.58'

ALL TOPOGRAPHY DESCRIBED FROM LINE "A".  
 ALL R/W ON THIS SHEET TO BE AS SHOWN.  
 ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN.



Plot: 4/2/2021 10:22 AM

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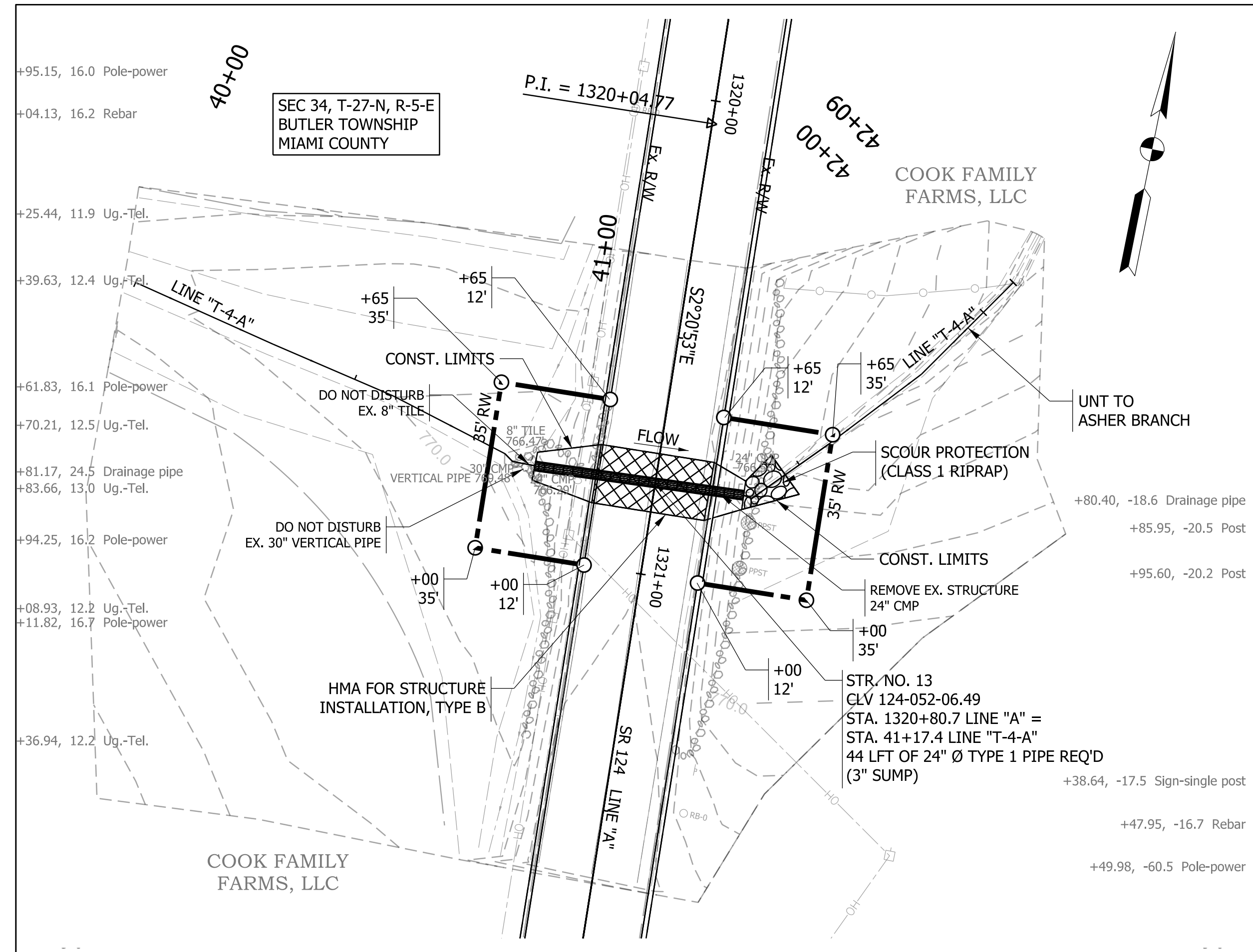
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB

INDIANA  
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET  
 LINE "T-2-A"

SCALE H: 1"=20' / V: 1"=5'	BRIDGE FILE N/A
	DESIGNATION 1800552
	SHEETS 32 of 54
CONTRACT R-11121	PROJECT 1800552005T2

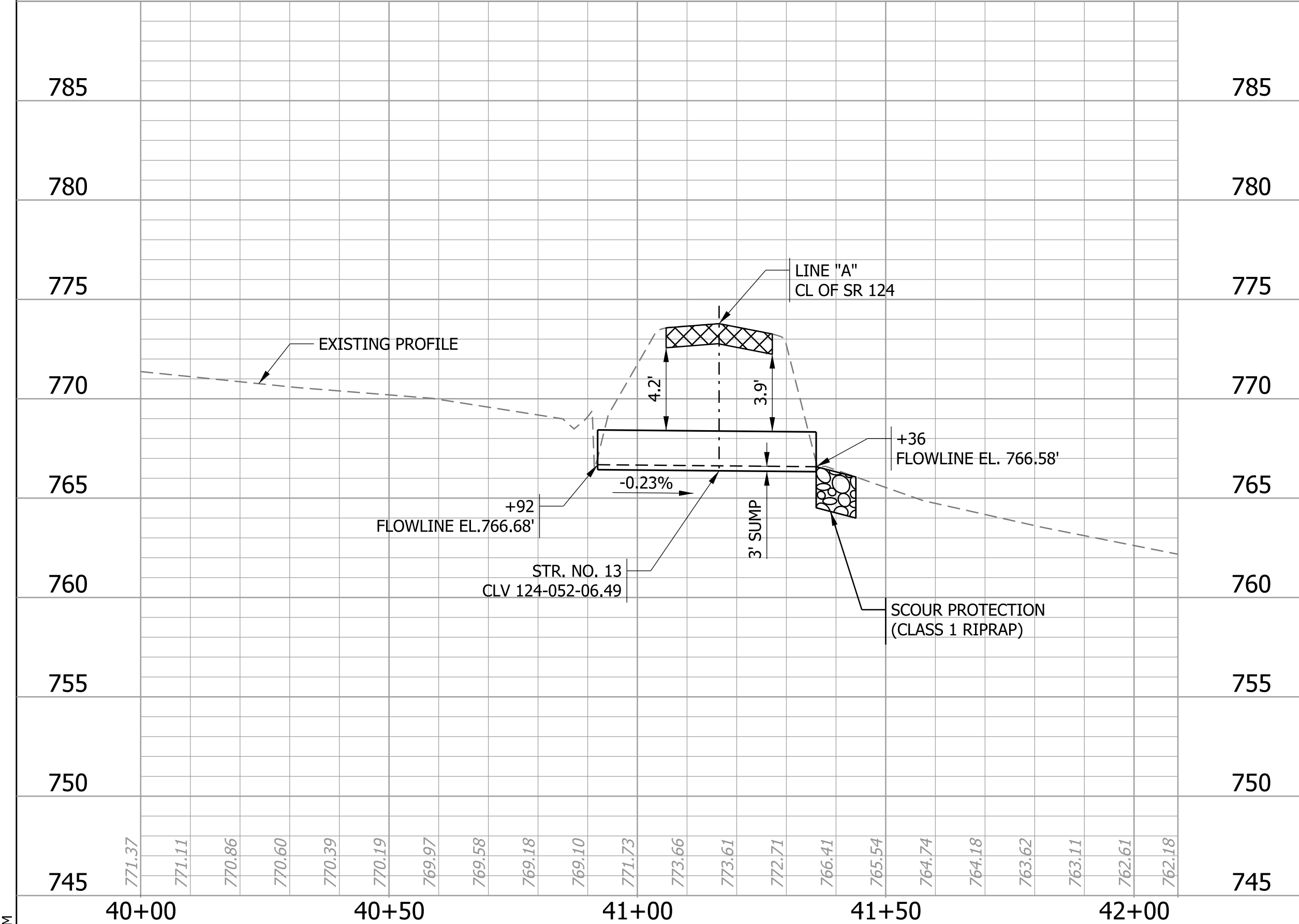




HYDRAULIC DATA:	
Drainage Area:	7.4 acres
Q100 Discharge:	18.8 cfs
Design Roadway Serviceability Elevation:	773.71 ft.
Q100 Water Surface Elevation:	770.6 ft.
Existing Backwater:	2.02 ft.
Existing Q100 Headwater Elevation:	772.62 ft.
Existing Minimum Low Structure Elevation:	768.58 ft.
Proposed Backwater:	2.01 ft.
Proposed Q100 Headwater Elevation:	772.61 ft.
Proposed Minimum Low Structure Elevation:	768.33 ft.
Proposed Outlet Velocity:	8.7 ft./sec.

Assumed downstream flowline elevation of 766.58'

ALL TOPOGRAPHY DESCRIBED FROM LINE "A".  
 ALL R/W ON THIS SHEET TO BE AS SHOWN.  
 ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN.



785		785
780		780
775		775
770		770
765		765
760		760
755		755
750		750
745		745
	40+00      40+50      41+00      41+50      42+00	

Plot: 4/2/2021 9:41 AM

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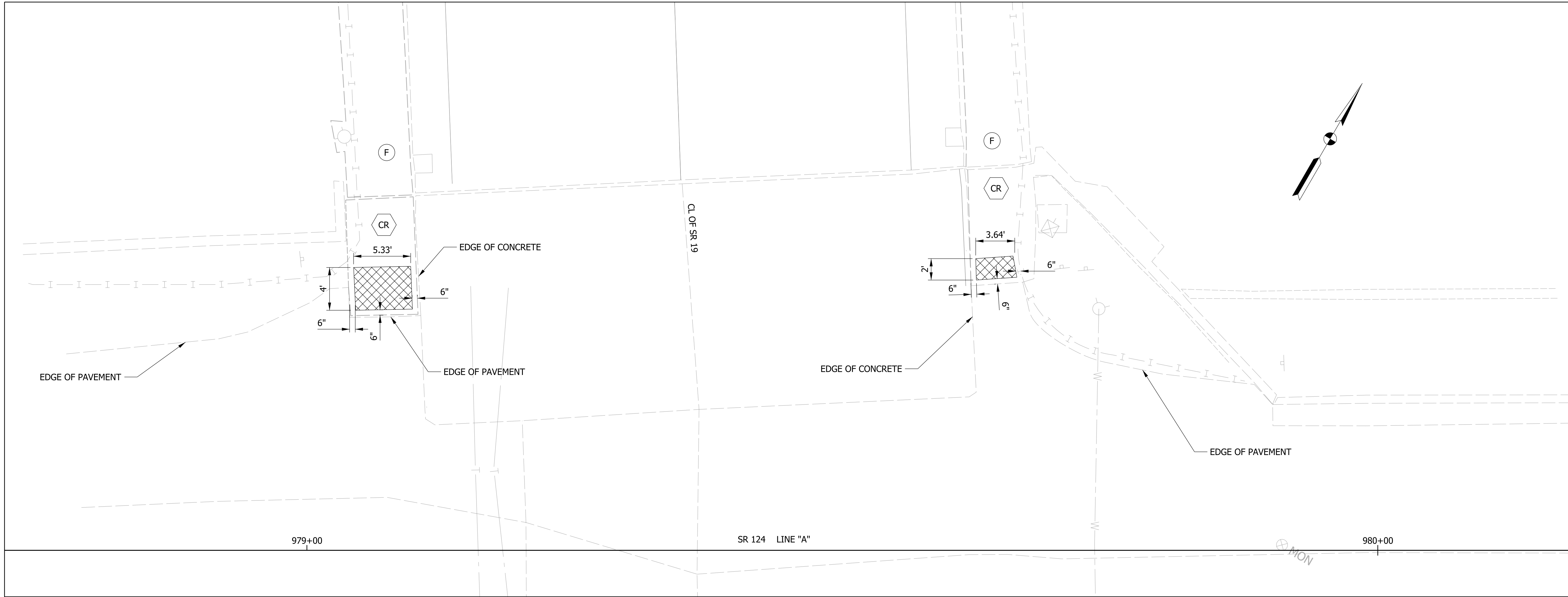
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB

INDIANA  
DEPARTMENT OF TRANSPORTATION




PLAN AND PROFILE SHEET  
LINE "T-4-A"

SCALE	BRIDGE FILE
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	DESIGNATION
	1800552
	SHEETS
	34 of 54
CONTRACT	PROJECT
R-41121	1800552005T2





**LEGEND**

-  EX. CURB RAMP
-  EX. SIDEWALK
-  DETECTABLE WEARING SURFACE, RETROFIT

NOTE: SEE STANDARD DRAWINGS E 604-SWCR-01 THRU E 604-SWCR-14 FOR CURB RAMP AND DETECTABLE WARNING SURFACES DETAILS

Plot: 4/1/2021 9:40 PM

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Model:Detail Sheet

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB
	MAR 2021	

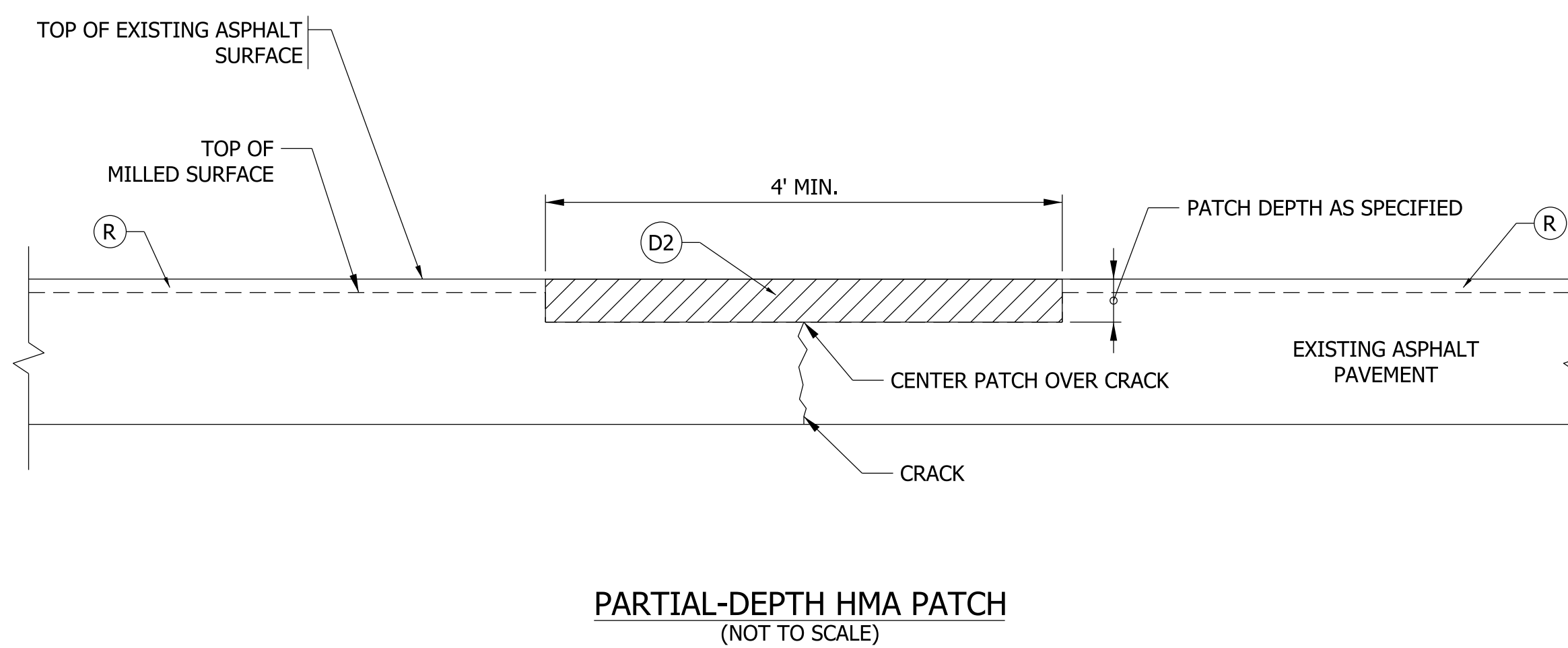
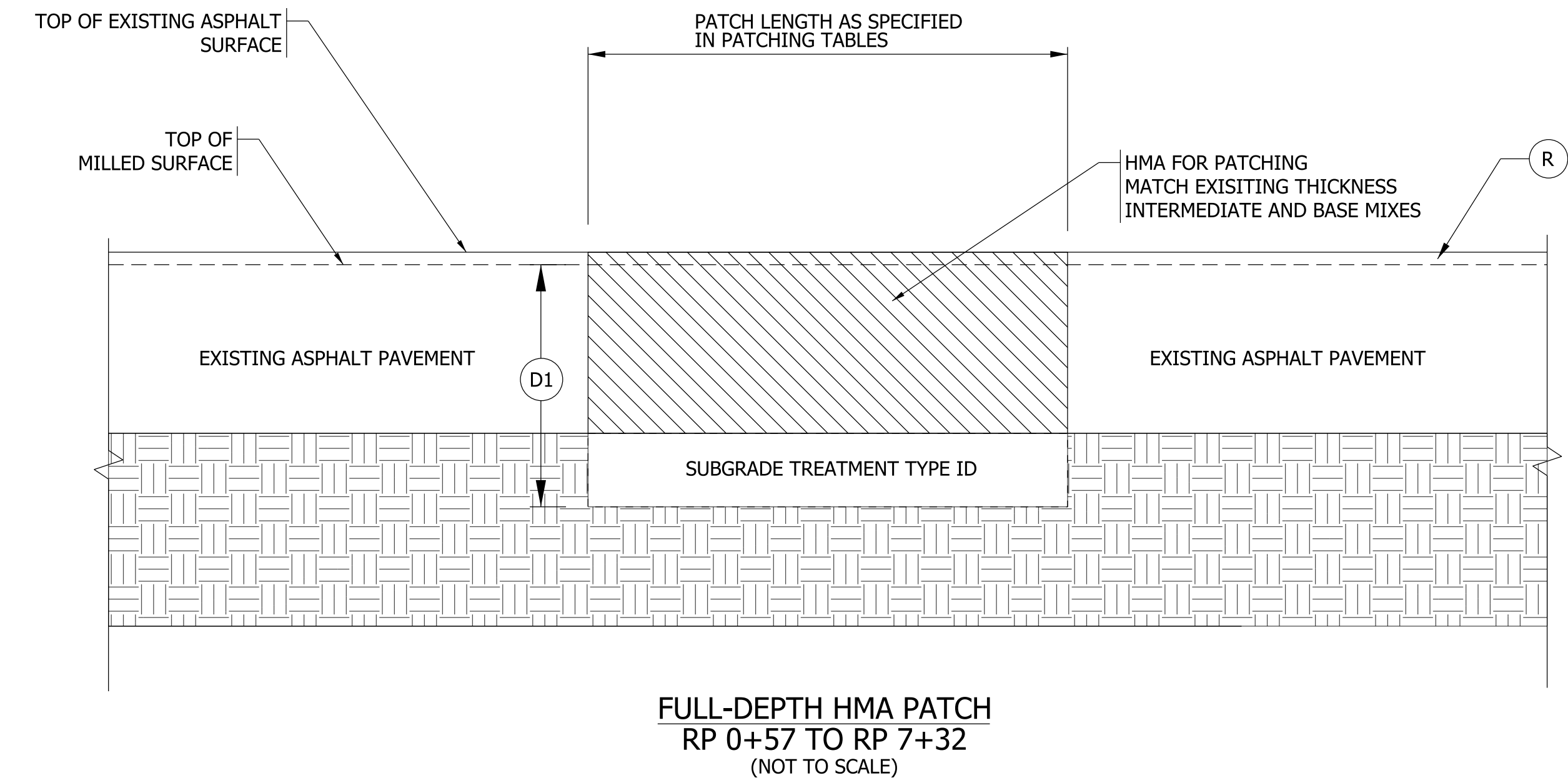
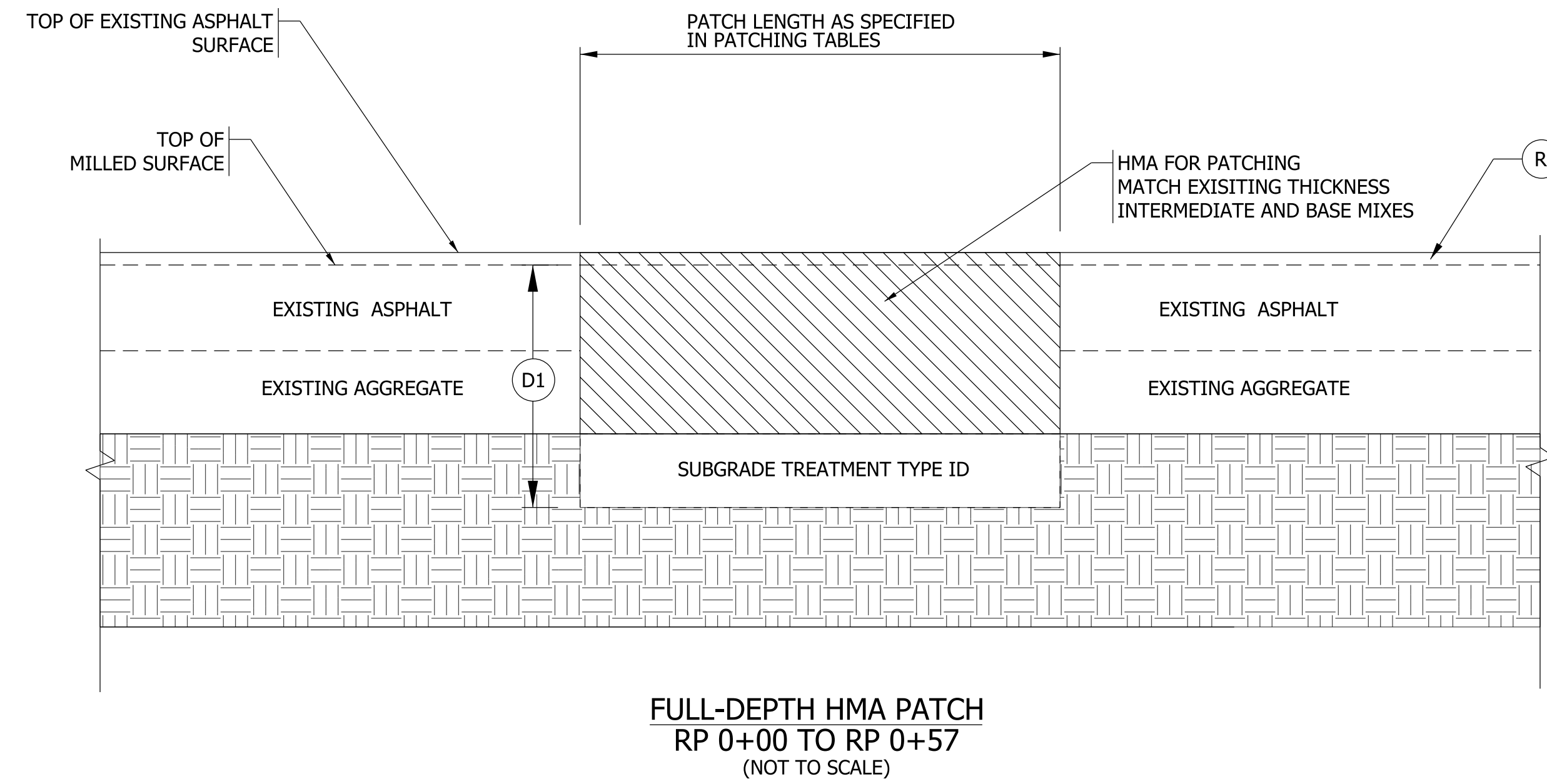
INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DETAILS	

SCALE	BRIDGE FILE
1" = 5'	N/A
	DESIGNATION
	1800552
	SHEETS
	35 of 54
CONTRACT	PROJECT
R-41121	1800552005T2



LEGEND

- (D1) 1100 LBS/SYD HMA PATCHING, FULL DEPTH, TYPE B CONSISTING OF 440 LBS/SYD HMA INTERMEDIATE, TYPE B ON VARIABLE DEPTH HMA BASE, TYPE B (660 LBS/SYD MIN. MATCH EXISTING TOTAL PAVEMENT THICKNESS) ON SUBGRADE TREATMENT TYPE ID
- (D2) MILLING, ASPHALT, 4 IN. 440 LBS/SYD HMA PATCHING, PARTIAL DEPTH, TYPE B CONSISTING OF 440 LBS/SYD HMA INTERMEDIATE, TYPE B ON EXISTING PAVEMENT
- (R) MILLING, ASPHALT, 1.5 IN. 165 LBS/SYD QC/QA HMA, 2, 64, SURFACE, 9.5 MM ON EXISTING PAVEMENT



Plot: 3/29/2021 10:55 AM

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Model:RD\_Detail Sheet

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB
	MAR 2021	

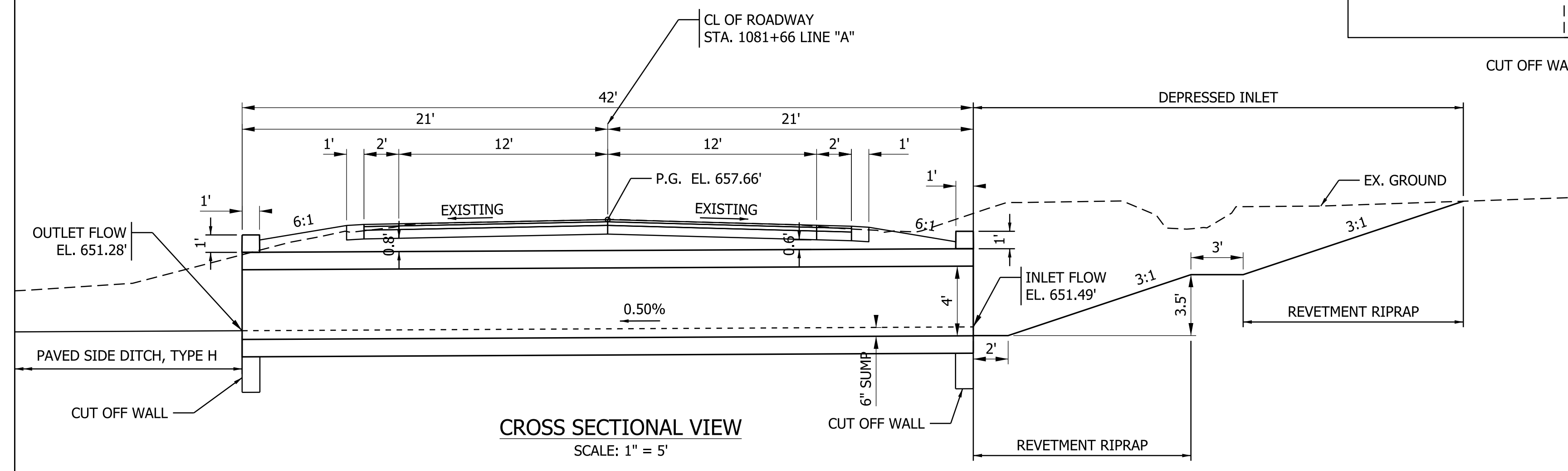
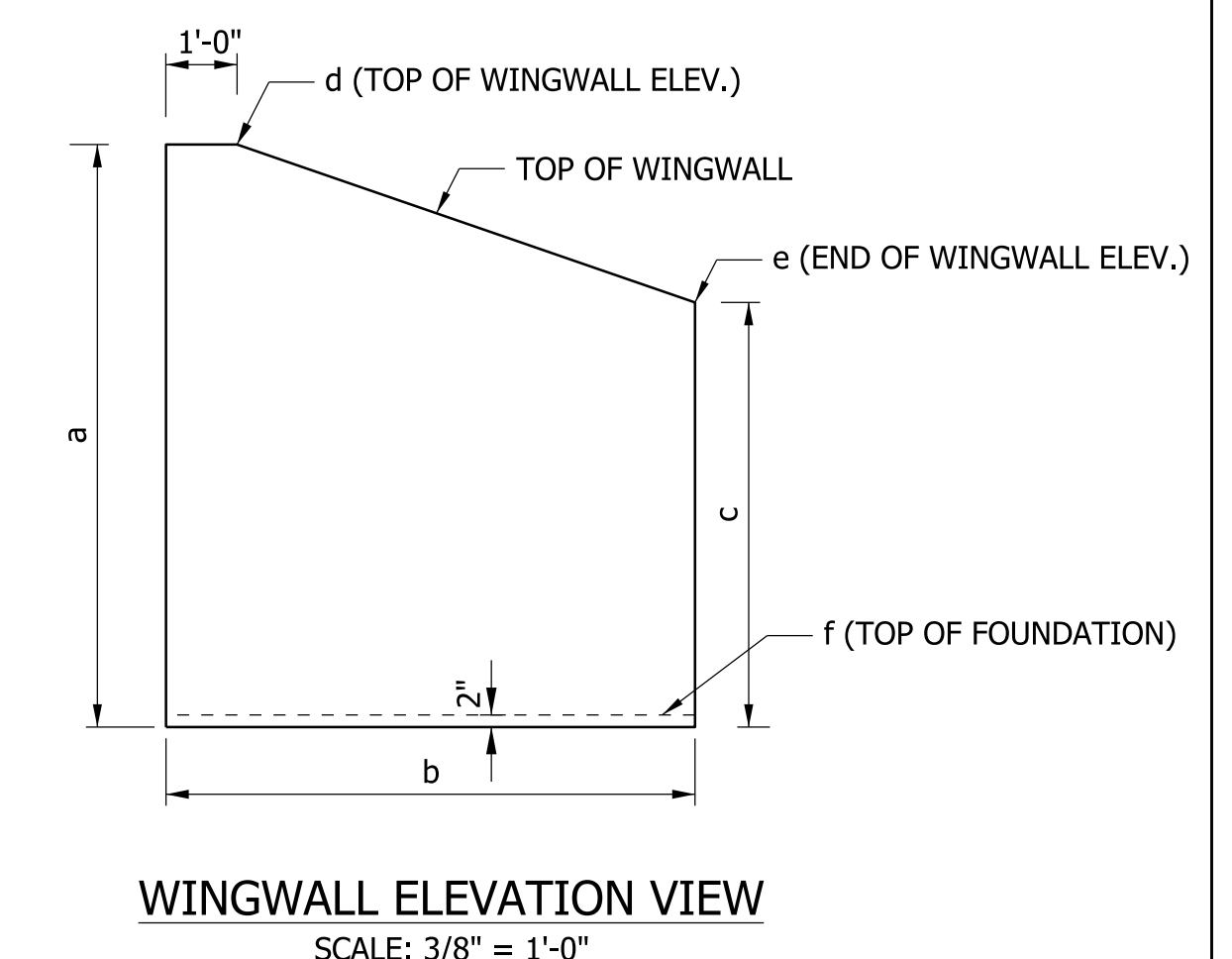
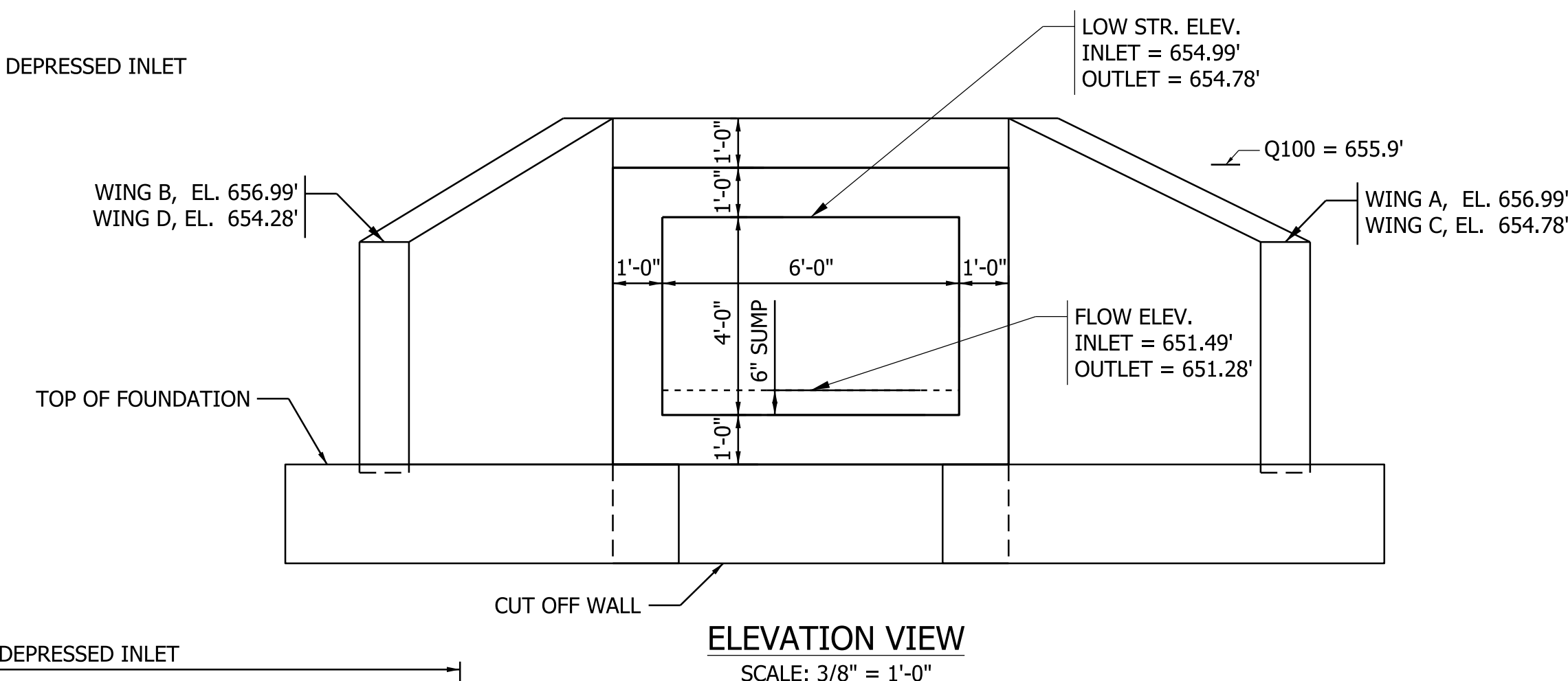
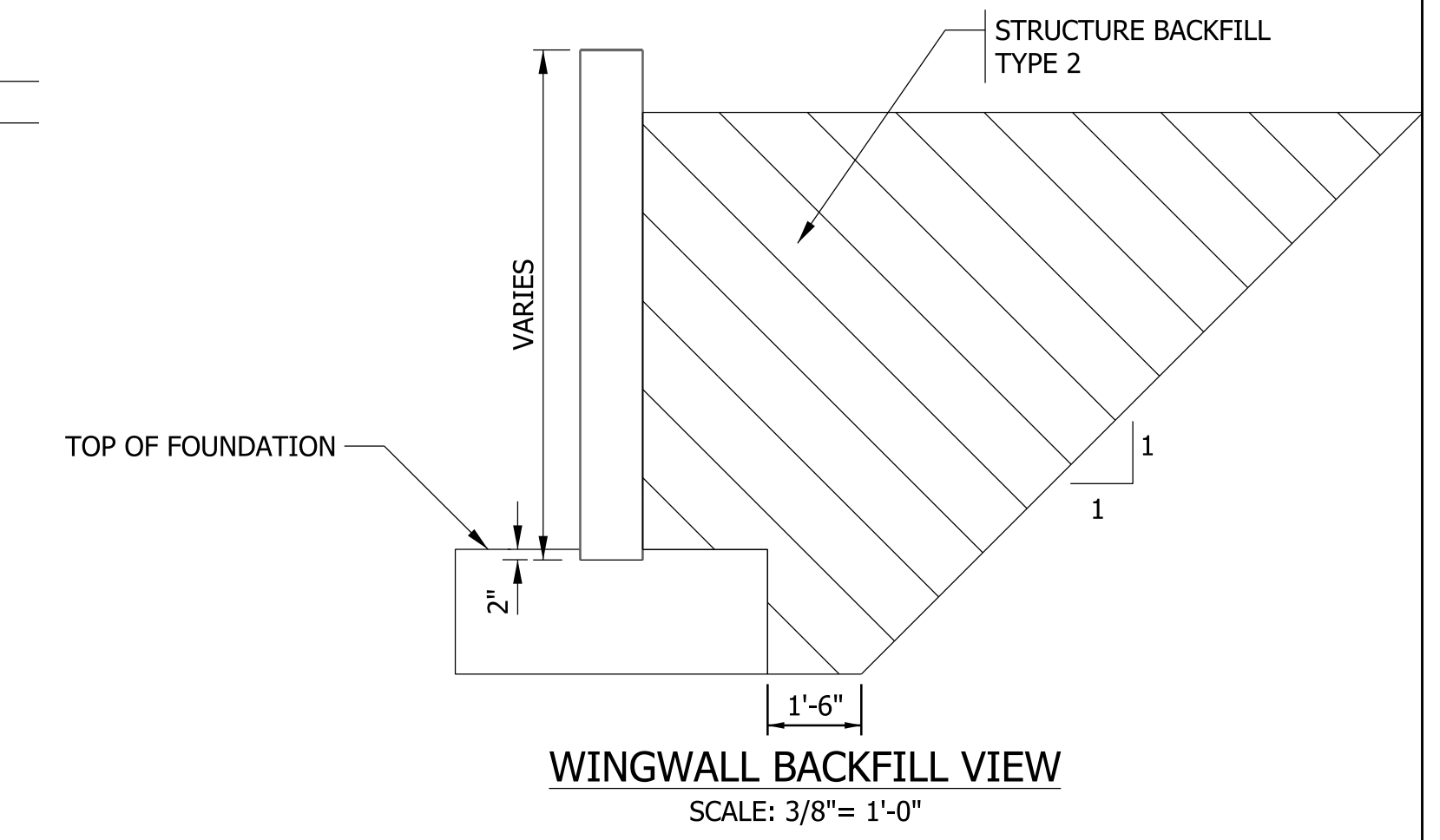
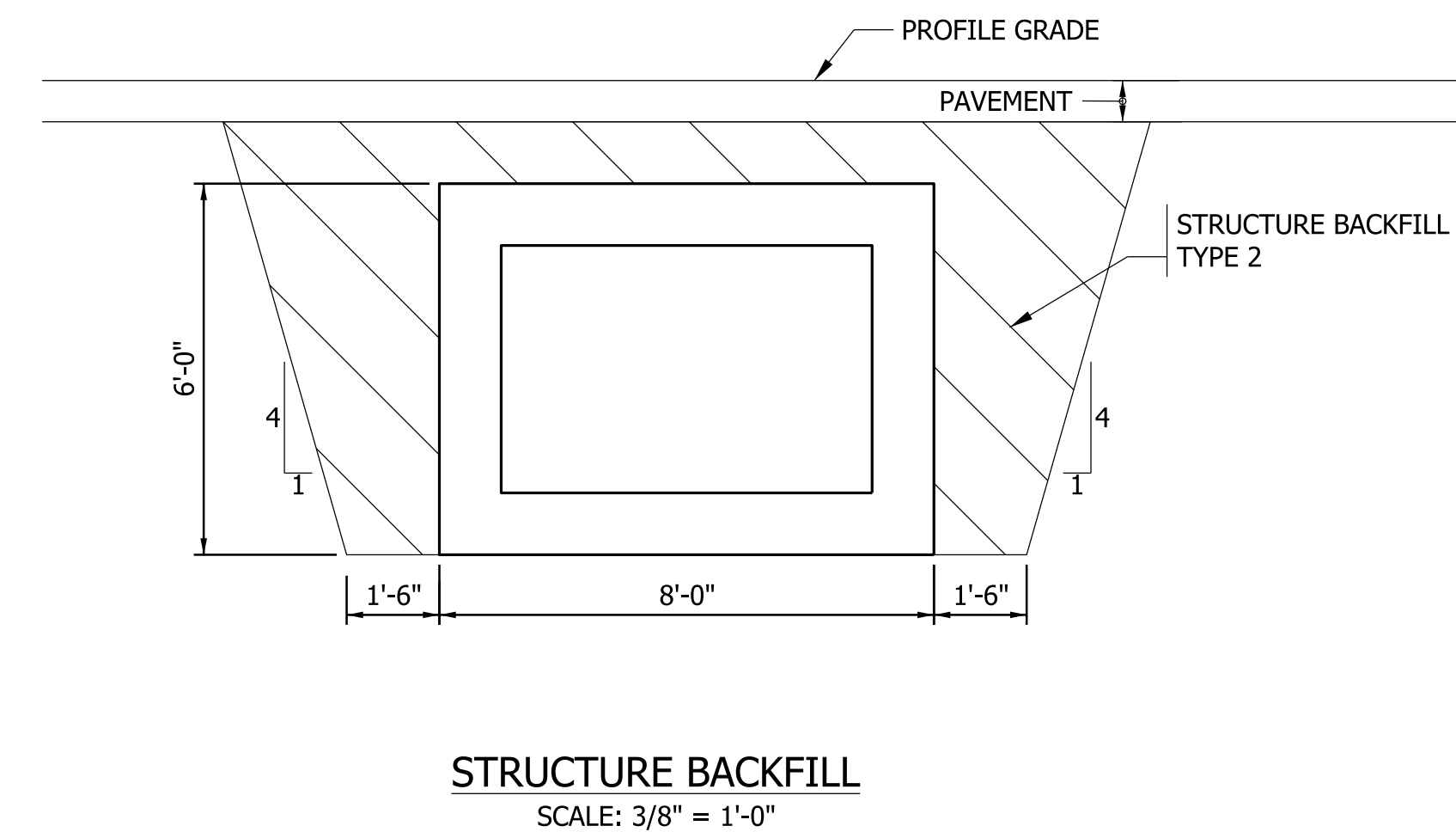
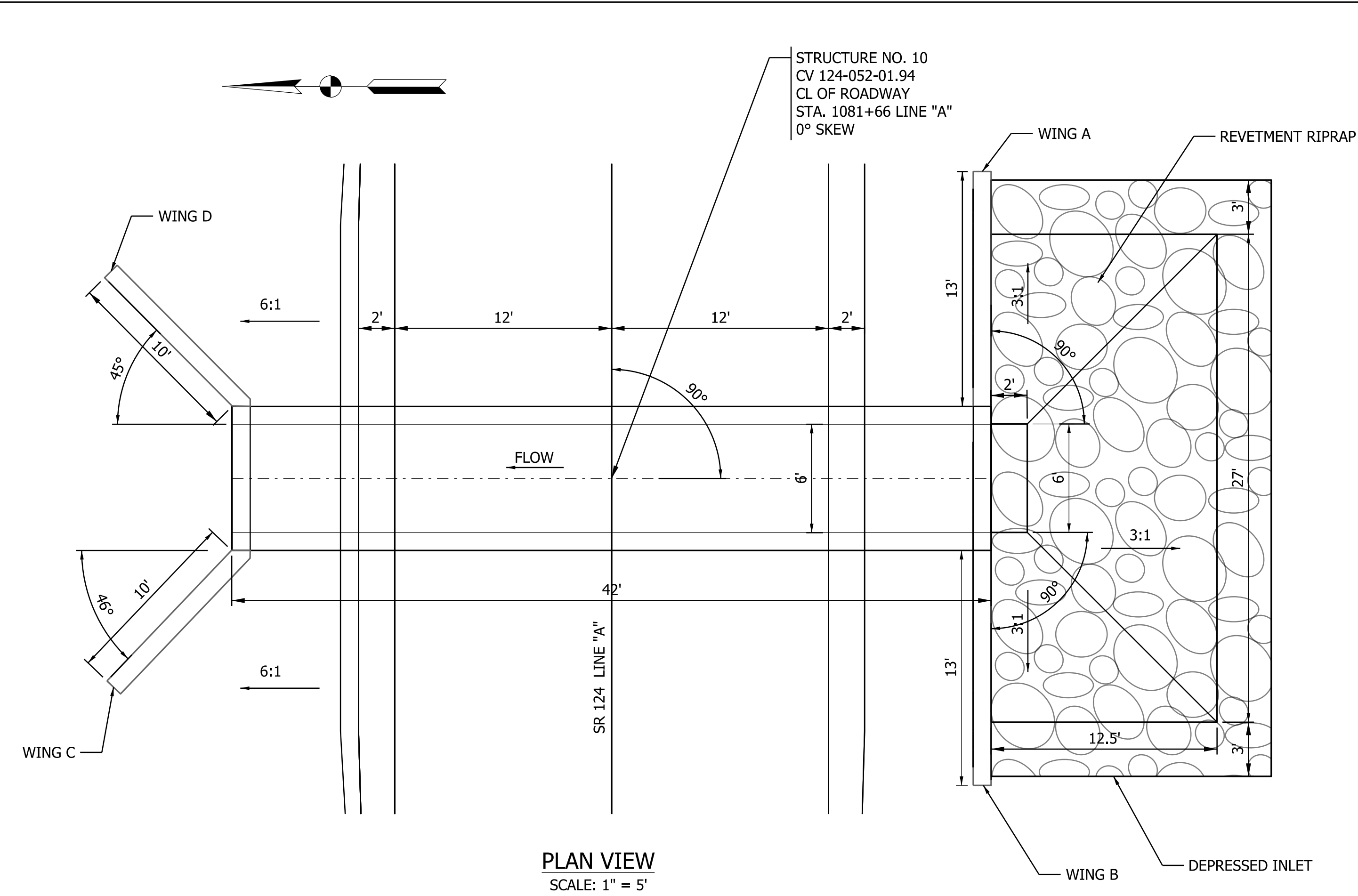
INDIANA  
DEPARTMENT OF TRANSPORTATION

PATCHING DETAILS

SCALE AS NOTED	BRIDGE FILE
	N/A
	DESIGNATION
	1800552
	SHEETS
	36 of 54
CONTRACT	PROJECT
R-41121	1800552005T2



- NOTES:
- DESIGNED FOR HL-93 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017, AND ALL SUBSEQUENT INTERIM SPECIFICATIONS.
  - DEAD LOAD INCREASED 35 PSF FOR FUTURE WEARING SURFACE.
  - CONTRACTOR SHALL VERIFY THE EXISTING FLOWLINE ELEVATION TO SET THE APPROPRIATE SUMP DEPTH.



HYDRAULIC DATA:

Drainage Area:	144 acres
Q100 Discharge:	172.7 cfs
Design Roadway Serviceability Elevation:	657.53 ft.
Q100 Water Surface Elevation:	655.9 ft.
Proposed Backwater:	1.74 ft.
Proposed Q100 Headwater Elevation:	657.64 ft.
Proposed Outlet Velocity:	8.64 ft./sec.
Proposed Minimum Low Structure Elevation:	655.95 ft.

WINGWALL TABLE

WING	LENGTH (FT)			ELEVATION (FT)			AREA (SQ. FT.)
	a	b	c	d	e	f	
A	7.00	13.0	7.00	656.99	656.99	650.16	91.0
B	7.00	13.0	7.00	656.99	656.99	650.16	91.0
C	7.00	10.0	5.00	656.78	654.78	649.95	61.0
D	7.00	10.0	4.50	656.78	654.28	649.95	58.8
TOTAL =							301.8

Assumed downstream flowline elevation of 652.45'

**PRECAST REINFORCED CONCRETE BOX CULVERT WITH WINGWALLS, 6" SUMP, 0° SKEW  
6 FT SPAN BY 4 FT RISE  
SR 124 IN MIAMI COUNTY**

RECOMMENDED FOR APPROVAL DESIGN ENGINEER _____ DATE _____ DESIGNED: SL MAR 2021 DRAWN: SL MAR 2021 CHECKED: AKB MAR 2021 CHECKED: AKB MAR 2021	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>		SCALE AS NOTED	BRIDGE FILE N/A
	<b>GENERAL PLAN</b>		DESIGNATION 1800552	
			SHEETS 37 of 54	
		CONTRACT R-41121		PROJECT 1800552005T2

Plot: 4/1/2021 3:37 PM

File: pw:\indot-pw.bentley.com\indot-pw-01\Documents\Fort Wayne\1800552\Design\M5\Sht\_General Plan\_2D.dgn  
Model:RD\_Detail Sheet



### PAVEMENT QUANTITIES AND APPROACH TABLE

LOCATION	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	RADI	DISTANCE BEYOND R/W LINE	SURFACE BEYOND R/W LINE			GRADE	EXCAVATION	CLEAR ZONE AT DRIVE	QC/QA-HMA FOR ROADS				ASPHALT MATERIAL FOR		COMPACTED AGGREGATE NO. 53		SUBGRADE TREATMENT TYPE ID	JOINT ADHESIVE, SURFACE	JOINT ADHESIVE, INTERMEDIATE	LIQUID ASPHALT SEALANT	REMARKS
						COMPACTED AGGREGATE BASE	HMA	PCCP				HMA FOR WIDENING, TYPE B	PRIME COAT	TACK COAT	DEPTH		DEPTH							
															TONS	TONS	CYS	CYS	TONS					
						1	2	CUT				FILL	LBS PER SYD											
%	%	CYS	CYS	FT	TONS	TONS	TONS	TONS	1100	SYS	TONS	CYS	CYS	TONS	TONS	SYS	LFT	LFT	LFT					
LINE "A"																								
1091+53.9 RT	1093+06.5 RT		153						892	2020					54		0.1							
	1080+75.0 LT		24	63	25 - 25				-8.1	-2.6	0	69												
	1091+67.5 RT		24	23	20 - 20				-4	-0.4	0	5												RADI ARE MODIFIED
LINE "T-1-A"																								
15+95.5	16+76.2										209	0												
<b>TOTAL</b>									<b>1101</b>	<b>2094</b>				<b>54</b>		<b>0.1</b>				<b>97</b>	<b>506</b>	<b>506</b>	<b>506</b>	

### STRUCTURE DATA

STRUCTURE NUMBER	LOCATION			PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE AND TYPE	LENGTH	SKEW	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	PH	BACKFILL METHOD	STRUCTURE BACKFILL		SCOUR PROTECTION			DEPRESSED INLET		HMA FOR STRUCTURE INSTALLATION TYPE B	ASPHALT FOR TACK COAT	SUBGRADE TREATMENT TYPE ID	PIPE END SECTION		SAFETY METAL END SECTION			CULVERT ASSET ID	REMARKS										
	STATION	LEFT	CROSS					RIGHT	SIZE	COVER					UP STREAM	DOWN STREAM	MIN	MAX	REVEMENT RIPRAP	CLASS I RIPRAP	GEOTEXTILE FOR RIPRAP TYPE 1A				REVEMENT RIPRAP	GEOTEXTILE FOR RIPRAP TYPE 1A	TONS	TONS	SYS			TONS	SYS	TONS	TONS	SYS	DIA. INCH	EACH	TYPE	SLOPE	EA.
	INCH	LFT	FT					FT	ELEV.	ELEV.					YR	TYP	CYS	TONS	TONS	SYS	TONS				SYS	TONS	TONS	SYS	TONS			TONS	SYS	TONS	TONS	SYS	TONS	TONS	SYS	TONS	TONS
10	1081+66	X		72 X 48	REINFORCED BOX CULVERT WITH WINGWALLS	42		0.6	0.8	651.49	651.28			2	160						124	173	74	0.1	133					CV 124-052-01.94	6" SUMP										
100	1091+68		X	15		58		1.0	1.0	646.40	645.34	50	N-AB	7.6	2	1	9								15	2															
11	1092+97	X		36		56		1.0	2.0	643.89	641.73	50	N-AB	7.6	1	1	33			16	27						4:1	2			3" SUMP										
101	1144+67	X		15	CORRUGATED METAL PIPE	108		9.3	9.5	647.51	645.24	50	N-AB	7.6	2	1	105	2		6			22	0.1	39	15	2														
12	1215+27	X		24	CORRUGATED METAL PIPE	33		0.3	0.7	708.84	707.95	50	N-AB	7.6	1	1	11	5		13			17	0.1	30			4:1	2												
13	1320+81	X		24	CORRUGATED METAL PIPE	44		3.9	4.2	766.68	766.58	50	N-AB	7.6	1	1	47			8	16			18	0.1	33			4:1	2		3" SUMP									
<b>TOTAL</b>																<b>7</b>	<b>24</b>	<b>62</b>	<b>124</b>	<b>173</b>	<b>165</b>	<b>0.5</b>	<b>296</b>																		

### PAVED SIDE DITCH, RIPRAP DITCH, AND SODDING SUMMARY TABLE

LOCATION		LEFT	CROSS	RIGHT	PAVEMENT SIDE DITCH					RIPRAP DITCH				SODDING					NURSERY SODDING FOR LAWNS															
FROM STATION	TO STATION				ACTUAL LENGTH	CUT OFF WALLS (8 FT EQUAL LENGTH EACH)	TOTAL EQUIVALENT PAY LENGTHS					UNIFORM RIPRAP	REVEMENT RIPRAP	CLASS I RIPRAP	GEOTEXTILE FOR RIPRAP TYPE 1A	FOR PAVED SIDE DITCHES	FOR DITCHES	FOR MEDIAN		FOR SHOULDER BREAK	SODDING AT BRIDGE CONE	TOTAL SODDING												
							H	LFT	LFT	LFT	LFT												LFT	TONS	TONS	TONS	SYS	SYS	SYS	SYS	SYS			
							LFT	EACH	LFT	LFT	LFT												LFT	LFT	TONS	TONS	SYS	SYS	SYS	SYS	SYS			
LINE "A"																																		
1081+66.00	1084+00.00	X			250	16	266																											
1090+62.00	1091+28.0		X		66																													
1092+00.00	1092+97.3		X		98																													
1092+56.75	1092+97.3	X			41																													
1092+97.28	1093+06.64		X		10																													
LINE "T-1-A"																																		
15+95.5	16+76.2				81																													
LINE "T-2-A"																																		
22+27.0	22+42.0				15																													
<b>TOTAL</b>						<b>266</b>								<b>105</b>	<b>11</b>	<b>196</b>	<b>74</b>	<b>206</b>																

Plot: 4/1/2021 3:39 PM

File: pw:\indot-pw.bentley.com\indot-pw-01\Documents\Fort Wayne\1800552\Design\M5\Sht\_Road Summary\_2D Model:RD\_Detail Sheet - Road Summary

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SL	MAR 2021	DRAWN: SL
CHECKED: AKB	MAR 2021	CHECKED: AKB

INDIANA DEPARTMENT OF TRANSPORTATION  
ROAD SUMMARY

SCALE	BRIDGE FILE
NONE	N/A
	DESIGNATION
	1800552
	SHEETS
	42 of 54
CONTRACT	PROJECT
R-11121	1800552005T2



## APPENDIX C: EARLY COORDINATION





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

December 11, 2020

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

## Sample Early Coordination Letter

Via Email: [knovak@indot.in.gov](mailto:knovak@indot.in.gov)

Re: Early Coordination Letter  
Des. No. 1800552  
SR 124  
HMA Overlay and Preventative Maintenance  
Miami County, Indiana

Dear Ms. Novak:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the restoration and pavement life of SR 124, potential curb ramp replacements, and the drainage culverts along it in Miami County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

**Project Location:** This project is located on SR 124, adjacent SR 19, in a rural portion of Miami County with the west end adjacent to an urban area in Peru, Indiana. More specifically, the project is located in Reserve No. 5 (Richardville), Reserve No. 9 (Godfroy), Sections 33 and 34, Township 27 North, Range 5 East, and Section 3, Township 26 North, Range 5 East.

**Existing Conditions:** SR 124 is a 2-lane undivided facility that is classified as a rural, major collector at this location. The project area's segment of SR 124 is experiencing pavement deterioration and is approaching the end of the pavement's lifespan. The curb ramps along the SR 124 segment at the intersections of SR 19, Wabash Street, Huntington Street, and Sullivan Lane require analysis and possible replacement to meet ADA standards.

The existing roadway typical cross section consists of two 12-foot wide lanes with unpaved shoulders and varying paved shoulders of 4-feet - 12-feet. There are two stop-controlled intersections along this corridor at SR 19 and Wallace Ave. The right-of-way width varies throughout the project but has an average width of approximately 50-feet, and a minimum width of approximately 22-feet or edge-of-pavement.





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
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Indianapolis, Indiana 46204

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

Existing drainage through the project is primarily sheet flow into roadside ditches. Three culverts with the Collector Object IDs (COID): COID 19871 (24" metal pipe at RP 6+49), COID 19879 (24" metal pipe at RP 4+48), and COID 19925 (15" metal pipe at RP 3+15) are located along SR 124. The culverts with a rating of 3 are in poor condition and are in danger of failing. There are drainage concerns with existing ditch flow encroaching onto the edge of the existing pavement. As well as an existing inlet that has been damaged by vehicles traversing over the inlet while making a sharp angle right turn on SR 124.

**Purpose and Need:** The purpose of the project is to restore rideability and extend the pavement life of SR 124. The need for the project is demonstrated by the existing pavement deterioration and existing problematic areas experiencing runoff, ponding, or flooding issues as well as locations with existing culvert deterioration.

**Proposed Project:** The proposed project includes application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance on 7.32 miles of SR 124 from the intersection with SR 19 (Broadway Street/Strawtown Pike) to 7.32 miles east of SR 19 at the Miami and Wabash County line, located in Miami County. The purpose of this project is to restore rideability and extend the pavement life of SR 124. There are 8 existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current ADA standards. In addition to the HMA Overlay, four drainage improvements are included in this project. There are three culverts in the corridor that will be replaced in kind. The culverts have a rating of 3 and are poor in condition and in danger of failing. The existing culverts are not included in the INDOT Bridge Inspection Application (BIAS) system. These include the following:

- Replacement of an existing 15 inch metal pipe culvert, COID 19925, located under Circus Lane just north of the intersection with SR 124.
- Replacement of an existing 24 inch metal pipe culvert, COID 19879, located 4.50 miles east of SR 19.
- Replacement of an existing 24 inch metal pipe culvert, COID 19871, located under SR 124 approximately 0.1 mile north of CR 200 South and CR 625 East.

Additionally, at approximately RP 2+00, there are drainage concerns with existing ditch flow encroaching onto the edge of the existing pavement. There is also an existing ditch inlet that has been damaged by vehicles traversing over the inlet while making a sharp angle right turn on SR 124, and the outfall of this ditch to the Mississinewa River is failing. Construction of a roadside ditch/detention area along SR 124 approximately 0.36 mile northwest of the intersection of SR 124 and Mississinewa Road is anticipated.

**Right-of-Way:** The project requires the acquisition of more than 0.5 acres of permanent right-of-way.

**Maintenance of Traffic (MOT):** The preferred method of traffic maintenance would be single lane closures utilizing a temporary signal or flagging operations. Maintenance of traffic is currently under design but may consist of lane closures or a temporary detour.

**Surrounding Resources:** Land use in the vicinity of the project is primarily urban between SR 19 and Wallace Street transitioning to primarily agricultural east of Wallace Street. The western end of the project is located within the Peru MS4 permitted entity.

A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project qualifies for the application of the United States Fish and Wildlife





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

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

**Comments Request:** You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Shampayne Jeffries, of HNTB Corporation, at [sjeffries@hntb.com](mailto:sjeffries@hntb.com) or 317-917-4682. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Shampayne Jeffries of HNTB at [sjeffries@hntb.com](mailto:sjeffries@hntb.com) or 317-917-4682, or Jesse Boley of INDOT at [jboley@indot.in.gov](mailto:jboley@indot.in.gov) or 260-399-7329. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Use scanned signature not digital

Shampayne Jeffries  
Environmental Planning Intern

Attachments have been removed to avoid duplication. Graphics can be found in Appendix B.

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

- Cc: Jesse Boley, INDOT Project Manager
- Jonathan Oakley, HNTB Corporation
- Timothy Hunter, Miami County Sheriff
- Larry West, Miami County Vice-Chairman Commissioner
- MaryLou Watson, Miami County Soil & Water Conservation
- Greg Wilkinson, Miami County Surveyor's Office
- Kerry Worl, Miami County Highway Department
- Herb Hunt, Miami County Local Emergency Planning Committee
- Ryan Baker, Wabash County Sheriff
- Cole Wyatt Wabash County Highway Department





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

Keith Walters, Wabash County EMA  
Jamin Beisiegel, Peru Stormwater Coordinator  
Sam Watkins, Peru Community Schools  
Peru Police Department  
Miles Hewitt, Peru City Mayor  
Karen Novak, Environmental Manager, Fort Wayne District  
INDOT Cultural Resources Office  
Brian Royer, Indiana Department of Natural Resources Division of Oil and Gas  
Indiana Geological Survey via web form  
Julian Courtade, Indiana Department of Transportation, Office of Aviation  
Christie Stanifer, Indiana Department of Natural Resources  
Alisha Turnbow, IDEM Groundwater Section  
Thomas Newcomb, IDEM Project Manager  
Mike Jett, INDOT Utilities and Railroads  
Amanda Smith, IDR Forestry  
Nicole Wheeler, IDEM Office of Land Quality  
Indiana Department of Environmental Management via Webform  
Rick Neilson, NRCS- State Conservationist  
US Army Corps of Engineers, Louisville District  
National Parks Service - Midwest Regional Director  
Michael E. Wurl, US Department of Housing and Urban Development  
Kari Carmany-George, Federal Highway Administration  
Robin McWilliams Munson, US Fish and Wildlife Service  
Frances Slocum Trail Riders, Inc.





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor  
Joe McGuinness, Commissioner

March 16, 2021

Early Coordination Mailing List

## Sample Re-Coordination Letter

Re: Early Coordination Letter - Revised  
Des. No. 1800552  
SR 124  
HMA Overlay and Preventative Maintenance  
Miami County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the restoration and pavement life of SR 124, potential curb ramp replacements, and the drainage culverts along it in Miami County, Indiana. This letter is part of the early coordination phase of the environmental review process and provides updated information from the December 11, 2020 letter. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

This project is located on SR 124, adjacent to SR 19, in a rural portion of Miami County with the west end adjacent to an urban area in Peru, Indiana. More specifically, the project is located in Reserve No. 5 (Richardville), Reserve No. 9 (Godfroy), 99 Washington Township, Sections 33 and 34, Township 27 North, Range 5 East, and Section 3, Township 26 North, Range 5 East.

As the project has developed, more detail has become available regarding the drainage improvements, and the replacement of one additional cross culvert and one driveway culvert have been added. All project elements are contained within the original project extents. The proposed project includes application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance of SR 124 from the intersection with SR 19 (Broadway Street/Strawtown Pike) to 7.32 miles east of SR 19 at the Miami and Wabash County line, located in Miami County. The purpose of this project is to restore rideability and extend the pavement life of SR 124. There are eight (8) existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current American with Disabilities (ADA) standards.

In addition to the HMA Overlay, multiple drainage improvements are included in this project. There are four (4) existing cross culverts and one (1) drive culvert in the corridor that will be replaced in kind and one (1) new cross culvert and drainage channel that will be constructed. These include the following:

- Installation of a new 6 foot by 4 foot reinforced concrete box culvert crossing SR 124, 1.9 miles east of SR 19.
- Construction of approximately 1,350 linear feet of drainage channel on the north and east side of SR 124, beginning 1.9 miles east of SR 19 and outletting to the Mississinewa River. Construction of this channel will include clearing of trees greater than 100 feet from the edge of the existing pavement. It is anticipated that 0.08 acre of trees greater than 100 feet from the roadway will be impacted. Mitigation will be provided via the in-lieu fee program.
- Replacement of a 15 inch metal pipe culvert located at 2.10 miles east of SR 19 at a driveway.

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







# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

- Replacement of an existing 30 inch metal pipe culvert, CLV-124-052-2.16, located 2.13 miles east of SR 19.
- Replacement of an existing 15 inch metal pipe culvert, CLV-124-052-3.15, located under Circus Lane just north of the intersection with SR 124.
- Replacement of an existing 24 inch metal pipe culvert, CLV-124-052-4.48, located 4.50 miles east of SR 19.
- Replacement of an existing 24 inch metal pipe culvert, CLV-124-052-6.49, located under SR 124 approximately 0.1 mile north of CR 200 South and CR 625 East crossing SR 124.

The project requires the acquisition of approximately 3.3 acres of permanent right-of-way. The project

Traffic will be maintained with single lane closures utilizing a temporary signal or flagging operations for the HMA Overlay and a roadway closure with a temporary detour as required for construction of cross culverts.

A waters and wetlands determination has been prepared. Two ephemeral streams, UNT 1 to Mississinewa River and UNT 1 to Asher Branch, one roadside ditch, and one emergent wetland, Wetland A, were identified within the survey area. These features are likely non-jurisdictional. The Waters Report has been submitted to the U.S. Army Corps of Engineers (USACE) for a jurisdictional determination. This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat. Tree clearing greater than 100 feet from the existing roadway is anticipated in the area of drainage outlet to the Mississinewa River. The project will require clearing of approximately 0.71 acre of trees of which 0.1 acre are located within the floodway of the Mississinewa River. 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.

You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Christine Meador, of HNTB Corporation, at [cmeador@hntb.com](mailto:cmeador@hntb.com) or 317-917-5338. Should we not receive your response **within fifteen (15) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Christine Meador of HNTB at [cmeador@hntb.com](mailto:cmeador@hntb.com) or 317-917-5338, or Jesse Boley of INDOT at [jboley@indot.in.gov](mailto:jboley@indot.in.gov) or 260-399-7329. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Christine Meador  
Environmental Planning Task Manager





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

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

Cc: Jesse Boley, INDOT Project Manager  
Jonathan Oakley, HNTB Corporation  
Karen Novak, Environmental Manager, Fort Wayne District  
Jamin Beisiegel, Peru Stormwater Coordinator  
Christie Stanifer, Indiana Department of Natural Resources  
Amanda Smith, IDNR Forestry  
US Army Corps of Engineers, Louisville District  
Kari Carmany-George, Federal Highway Administration  
Elizabeth McCloskey, US Fish and Wildlife Service

Attachments have been removed to avoid duplication. Graphics can be found in Appendix B.

Also sent to the following on April 15, 2021  
US Army Corps of Engineers, Chicago District  
USACE - Chicago District - Lake Mississinewa  
Mississinewa Lake



**From:** McWilliams, Robin <robin\_mcwilliams@fws.gov>  
**Sent:** Monday, December 14, 2020 1:34 PM  
**To:** Shampayne Jeffries  
**Subject:** Re: [EXTERNAL] Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

Dear Ms. Jeffries,

This responds to your recent letter requesting our comments on the aforementioned project.

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,  
Robin McWilliams Munson

**Standard Recommendations:**

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.



5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
620 South Walker Street  
Bloomington, IN 46142  
812-334-4261

Mon-Tues 8-3:30p

Wed-Thurs 8:30-3p Telework

---

**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Friday, December 11, 2020 4:10 PM  
**To:** McWilliams, Robin <[robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>; Jonathan Oakley <[joakley@HNTB.com](mailto:joakley@HNTB.com)>  
**Subject:** [EXTERNAL] Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

**This email has been received from outside of DOI – Use caution before clicking on links, opening attachments, or responding.**

Dear Ms. McWilliams–Munson,

Please see the attached early coordination letter and supporting graphics for the SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552).

If you have any questions regarding this project, please feel free to contact me by phone or email.

Best regards,



**From:** Royer, Brian <BRoyer@dnr.IN.gov>  
**Sent:** Friday, January 8, 2021 2:26 PM  
**To:** Shampayne Jeffries  
**Cc:** Christine Meador; Jonathan Oakley  
**Subject:** RE: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

There are no known oil and gas wells in this area that are within the scope of the project area.

Thanks,

**Brian Royer**  
Orphan Well Manager  
Indiana Department of Natural Resources  
Division of Oil & Gas  
Cell- 317-417-6556  
[www.dnr.IN.gov](http://www.dnr.IN.gov)

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

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**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Friday, December 11, 2020 6:32 PM  
**To:** Royer, Brian <[BRoyer@dnr.IN.gov](mailto:BRoyer@dnr.IN.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>; Jonathan Oakley <[joakley@HNTB.com](mailto:joakley@HNTB.com)>  
**Subject:** Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

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

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Dear Mr. Royer,

Please see the attached early coordination letter and supporting graphics for the SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552).

If you have any questions regarding this project, please feel free to contact me by phone or email.

Best regards,

**Shampayne Jeffries**  
Environmental Planning Intern  
Environmental Planning  
Tel (317) 636-4682 Direct (574) 222-6589 Email [sjeffries@hntb.com](mailto:sjeffries@hntb.com)

**HNTB CORPORATION**  
111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 | [www.hntb.com](http://www.hntb.com)

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

**DNR #:** ER-23278

**Request Received:** December 11, 2020

**Requestor:** HNTB Corporation  
Shampayne Jeffries  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204-5178

**Project:** SR 124 HMA overlay, preventative maintenance, and culvert replacements, from SR 19/ Broadway Avenue in Peru to the Wabash County line; Des #1800552

**County/Site info:** Miami

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 may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with any permit application(s), if required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. The managed lands and species below have been documented within 1/2 mile of the project area.

**A) MANAGED LANDS:**

1. Frances Slocum State Forest; DNR
2. Mississinewa Spillway; U.S. Army Corps of Engineers

**B) MUSSELS:**

1. Wabash River (all federal & state endangered):
  - a) Rayed Bean (*Villosa fabalis*)
  - b) Snuffbox (*Epioblasma triquetra*)
  - c) Clubshell (*Pleurobema clava*)
2. Mississinewa River:
  - a) Rayed Bean (*Villosa fabalis*); federal & state endangered
  - b) Snuffbox (*Epioblasma triquetra*); federal & state endangered
  - c) Round Hickorynut (*Obovaria subrotunda*); state endangered
  - d) Kidneyshell (*Ptychobranchus fasciolaris*); state special concern
  - e) Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern

**C) MAMMAL: American Badger (*Taxidea taxus*); state special concern**

**Fish & Wildlife Comments:** As long as standard erosion control measures are implemented along the roadway near the Wabash River and Mississinewa River, we do not foresee any impacts to the mussel species above as a result of this project. Also, badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that

**Attachments:** A - Bridge Exemption Criteria



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

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address potential impacts identified in the proposed project area:

1) Crossing Structures:

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

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a larger bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions.

2) Bank Stabilization:

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

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

3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least



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

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

4) Stream/Wetland Habitat:

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. 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.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
14. Do not excavate or place fill in any riparian wetland.



**THIS IS NOT A PERMIT**

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

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**Contact Staff:**

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

*Christie L. Stanifer*

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**Date:** January 8, 2021

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





# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

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

Eric J. Holcomb  
Governor

Bruno Pigott  
Commissioner

December 31, 2020

66-33  
HNTB Corporation  
Attention: Shampayne Jeffries  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Shampayne Jeffries,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1800552  
SR 124 HMA Overlay and  
Preventative Maintenance  
Miami County, Indiana

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

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

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

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

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

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

Sincerely,

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







## Organization and Project Information

**Project ID:**  
**Des. ID:** Des. No. 1800552  
**Project Title:** SR 124 HMA Overlay and Preventative Maintenance  
**Name of Organization:** HNTB Corporation  
**Requested by:** Shampayne Jeffries

## Environmental Assessment Report

1. Geological Hazards:
  - High liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells
  - Abandoned Industrial Minerals Quarries

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

### DISCLAIMER:

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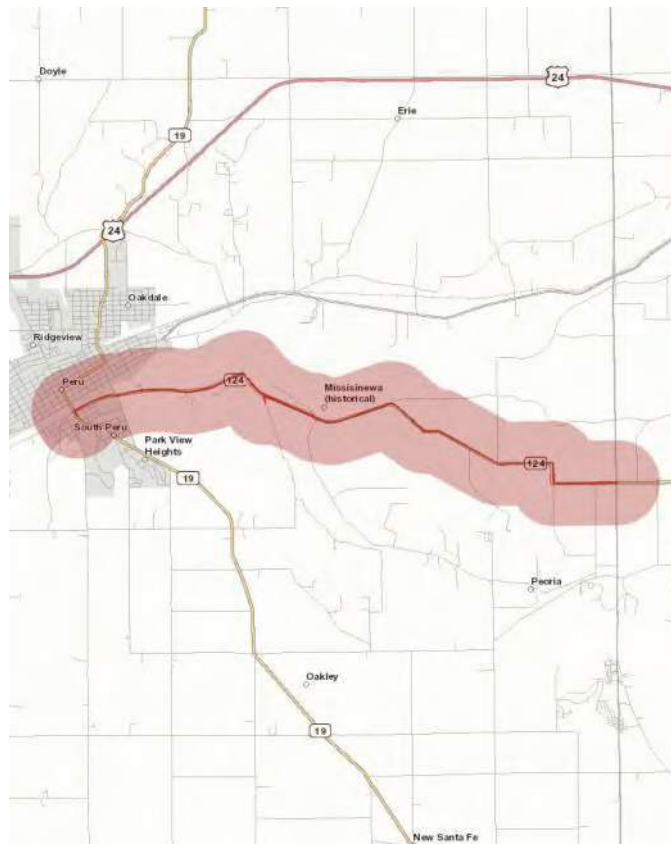
This information was furnished by Indiana Geological Survey  
 Address: 420 N. Walnut St., Bloomington, IN 47404  
 Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)  
 Phone: 812 855-7428

Date: February 16, 2021



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# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Indiana Department of Transportation  
Jesse Boley  
5333 Hatfield Rd  
Fort Wayne , IN 46808  
Date

HNTB Corporation  
Shampayne Jeffries  
111 Monument Circle, Suite 1200  
Indianapolis , IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project includes application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance on 7.32 miles of SR 124 from the intersection with SR 19 (Broadway Street/Strawtown Pike) to 7.32 miles east of SR 19 at the Miami and Wabash County line, located in Miami County. The purpose of this project is to restore rideability and extend the pavement life of SR 124. There are 8 existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current ADA standards. In addition to the HMA Overlay, four drainage improvements are included in this project. There are three culverts in the corridor that will be replaced in kind. The culverts have a rating of 3 and are poor in condition and in danger of failing. The existing culverts are not included in the INDOT Bridge Inspection Application (BIAS) system. These include the following: replacement of an existing 15 inch metal pipe culvert, COID 19925, located under Circus Lane just north of the intersection with SR 124; replacement of an existing 24 inch metal pipe culvert, COID 19879, located 4.50 miles east of SR 19; and replacement of an existing 24 inch metal pipe culvert, COID 19871, located under SR 124 approximately 0.1 mile north of CR 200 South and CR 625 East. Additionally, at approximately RP 2+00, there are drainage concerns with existing ditch flow encroaching onto the edge of the existing pavement. There is also an existing ditch inlet that has been damaged by vehicles traversing over the inlet while making a sharp angle right turn on SR 124, and the outfall of this ditch to the Mississinewa River is failing. Construction of a roadside ditch/detention area along SR 124 approximately 0.36 mile northwest of the intersection of SR 124 and Mississinewa Road is anticipated.

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



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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can



be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

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

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

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

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

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as



described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

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

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

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

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

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



## AIR QUALITY

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

Consideration should be given to the following:

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

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

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

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

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

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

[http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)

([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.



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

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>

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

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

(<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

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

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



during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

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

## LAND QUALITY

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

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

## FINAL REMARKS



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

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

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

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## Signature(s) of the Applicant

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

## Project Description

The proposed project includes application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance on 7.32 miles of SR 124 from the intersection with SR 19 (Broadway Street/Strawtown Pike) to 7.32 miles east of SR 19 at the Miami and Wabash County line, located in Miami County. The purpose of this project is to restore rideability and extend the pavement life of SR 124. There are 8 existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current ADA standards. In addition to the HMA Overlay, four drainage improvements are included in this project. There are three culverts in the corridor that will be replaced in kind. The culverts have a rating of 3 and are poor in condition and in danger of failing. The existing culverts are not included in the INDOT Bridge Inspection Application (BIAS) system. These include the following: replacement of an existing 15 inch metal pipe culvert, COID 19925, located under Circus Lane just north of the intersection with SR 124; replacement of an existing 24 inch metal pipe culvert, COID 19879, located 4.50 miles east of SR 19; and replacement of an existing 24 inch metal pipe culvert, COID 19871, located under SR 124 approximately 0.1 mile north of CR 200 South and CR 625 East. Additionally, at approximately RP 2+00, there are drainage concerns with existing ditch flow encroaching onto the edge of the existing pavement. There is also an existing ditch inlet that has been damaged by vehicles traversing over the inlet while making a sharp angle right turn on SR 124, and the outfall of this ditch to the Mississinewa River is failing. Construction of a roadside ditch/detention area along SR 124 approximately 0.36 mile northwest of the intersection of SR 124 and Mississinewa Road is anticipated.



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: 12/30/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent

\_\_\_\_\_ 

Jesse Boley

Date: 12/29/2020

Signature of the  
For Hire Consultant

\_\_\_\_\_ 

Shampayne Jeffries



**From:** Taylor, Ashley <ATaylor@indot.IN.gov>  
**Sent:** Friday, December 18, 2020 9:16 AM  
**To:** Shampayne Jeffries  
**Cc:** Novak, Karen; Christine Meador; Jonathan Oakley  
**Subject:** RE: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

Good Morning Shampayne,

We have reviewed the enclosed early coordination packet and we do not have any environmental concerns regarding the project (Des. No. 1800552: SR 124 HMA Overlay) at this time. Please note that the USFWS contact for the northern counties is Elizabeth McCloskey and the ECL should be sent to her in the future for our district. I also wasn't sure where the greater than 0.5 acre of permanent right-of-way will be acquired. NRCS especially will need to know where the right-of-way (and how much) is going to be acquired in order to accurately fill out their documentation. Please let me know if you have any questions.

Best Regards,

**Ashley Taylor**

*Environmental Manager II*

5333 Hatfield Road

Fort Wayne, IN 46808

**Office:** (260) 969-8262

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



---

**From:** Novak, Karen <[KNovak@indot.IN.gov](mailto:KNovak@indot.IN.gov)>  
**Sent:** Thursday, December 17, 2020 1:35 PM  
**To:** Taylor, Ashley <[ATaylor@indot.IN.gov](mailto:ATaylor@indot.IN.gov)>  
**Subject:** FW: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

Hi Ashley,

Please see the ECL attached and provide an applicable response.

Thank You,

*Karen M. Novak*

*Sr Environmental Mgr Supervisor*

5333 Hatfield Road

Fort Wayne, IN 46808

**Office:** (260) 969-8302



**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Monday, December 14, 2020 7:55 AM  
**To:** Shampayne Jeffries  
**Subject:** RE: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

Shampayne –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

**Julian L. Courtade**

**Chief Airport Inspector**

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

**Cell:** (317) 954-7385

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



---

**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Friday, December 11, 2020 6:18 PM  
**To:** Courtade, Julian <[JCourtade@indot.IN.gov](mailto:JCourtade@indot.IN.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>; Jonathan Oakley <[joakley@HNTB.com](mailto:joakley@HNTB.com)>  
**Subject:** Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552)

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

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Dear Mr. Courtade,



January 13, 2021

Shampayne Jeffries  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Shampayne Jeffries:

The proposed project to address the deteriorating condition of the HMA overlay and preform preventative maintenance along State Road 124 in Miami County, Indiana (Des. No. 1800552), as referred to in your letter received December 11, 2020, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

**RICHARD** Digitally signed by  
RICHARD NEILSON  
**NEILSON** Date: 2021.01.14  
10:03:30 -05'00'

RICK NEILSON  
State Soil Scientist

Enclosures





**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project <b>DES1800552 SR124 HMA Overlay</b>		Federal Agency Involved <b>FHWA</b>			
Proposed Land Use <b>Drainage for Roadway</b>		County and State <b>Miami County, Indiana</b>			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>12/11/2020</b>		Person Completing Form: <b>JRA</b>	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
				Average Farm Size <b>308 ac</b>	
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>229848 % 95</b>		Amount of Farmland As Defined in FPPA Acres: <b>205798 % 85</b>	
Name of Land Evaluation System Used <b>LESA</b>		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS <b>1/13/2021</b>	
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		<b>2.4</b>			
B. Total Acres To Be Converted Indirectly		<b>0</b>			
C. Total Acres In Site		<b>2.5</b>			
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<b>1.56</b>			
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>&lt;0.001</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>65</b>			
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>76</b>			
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	<b>15</b>		
2. Perimeter In Non-urban Use		(10)	<b>10</b>		
3. Percent Of Site Being Farmed		(20)	<b>20</b>		
4. Protection Provided By State and Local Government		(20)	<b>0</b>		
5. Distance From Urban Built-up Area		(15)	<b>10</b>		
6. Distance To Urban Support Services		(15)	<b>10</b>		
7. Size Of Present Farm Unit Compared To Average		(10)	<b>5</b>		
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>		
9. Availability Of Farm Support Services		(5)	<b>5</b>		
10. On-Farm Investments		(20)	<b>0</b>		
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>		
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>		
TOTAL SITE ASSESSMENT POINTS		<b>160</b>	<b>75</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	<b>76</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>75</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>151</b>	<b>0</b>	<b>0</b>
Site Selected: <b>Preferred Alternative</b>		Date Of Selection <b>2/24/2021</b>		Was A Local Site Assessment Used?	
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: <b>The preferred alternative including the HMA overlay and construction of a new drainage ditch would not adversely effect prime farmland</b>					
Name of Federal agency representative completing this form: <b>Christine Meador</b>				Date: <b>2/24/2021</b>	

(See Instructions on reverse side)



**From:** Christine Meador  
**Sent:** Thursday, December 17, 2020 9:31 AM  
**To:** 'Nick Parkman'  
**Subject:** RE: Question for the SR 124 Project \*Des. No. 1800552

Thank you for the information. We will make sure to include in on the review of the SWPPP and plans.

Have a great day.

Chris

**Christine Meador**

Senior Project Manager  
Environmental Planning  
Cell (317) 459-3629 Direct (317) 917-5338 Email: [cmeador@hntb.com](mailto:cmeador@hntb.com)

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**From:** Nick Parkman <[nparkman@peruutilities.com](mailto:nparkman@peruutilities.com)>  
**Sent:** Thursday, December 17, 2020 9:12 AM  
**To:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Subject:** RE: Question for the SR 124 Project \*Des. No. 1800552

Christine,

There shouldn't be any permitting required but I will need to see what the game plan is to safeguard in the event that they do mill and resurface to prevent millings, binder, and topcoat from falling into the catch basins. For the record, the catch basins and associated infrastructure are INDOT property and we do not maintain them but they discharge directly to the Wabash River which is within my jurisdiction. INDOT should have their own MS4 and if you would CC me on the SWPPP they receive regarding this portion of the project, I'd love to be included. Let me know if you need anything else.

***Semper Fidelis,***

**Nick Parkman**

*Stormwater Coordinator*  
221 West Riverside Dr.  
Peru, IN 46970  
Office Phone: 765-473-6681 Ext-2002  
Cell Phone: 765-469-2256  
Email: [nparkman@peruutilities.com](mailto:nparkman@peruutilities.com)



[www.peruutilities.com](http://www.peruutilities.com)



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**From:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Sent:** Wednesday, December 16, 2020 5:43 PM  
**To:** Nick Parkman <[nparkman@peruutilities.com](mailto:nparkman@peruutilities.com)>  
**Cc:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>; Jonathan Oakley <[joakley@HNTB.com](mailto:joakley@HNTB.com)>; Kimberly Perkins <[kperkins@HNTB.com](mailto:kperkins@HNTB.com)>  
**Subject:** RE: Question for the SR 124 Project \*Des. No. 1800552

Nick –

Thank you for your participation in this project. We are still very early in the design phase and do not yet have all the details. The pavement investigation for SR 124 starting at SR 19 and extending 0.57 miles east to Wallace Ave. is on-going but is anticipated to require asphalt resurfacing with partial and full depth pavement patching. If resurfacing is required, the existing pavement will be milled down and overlaid with new asphalt, maintaining the same profile and cross slope as the existing pavement. The existing concrete curb and gutter, along with the existing storm drain, will remain in place.

A question for you, as the storm drains empty straight into the river are there any local stormwater permitting requirements that we should include in our design.

Thank you again and feel free to reach out to us with any further questions. As we have field check meetings I will make sure to include you on those invitations and you can review plans as they are prepared.

Chris

**Christine Meador**  
Senior Project Manager  
Environmental Planning  
Cell (317) 459-3629 Direct (317) 917-5338 Email: [cmeador@hntb.com](mailto:cmeador@hntb.com)

---

**From:** Nick Parkman <[nparkman@peruutilities.com](mailto:nparkman@peruutilities.com)>  
**Sent:** Wednesday, December 16, 2020 9:45 AM  
**To:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Subject:** Question for the SR 124 Project \*Des. No. 1800552

Christine,

I was forwarded the Early Coordination Letter from my supervisor, Jamin Beisiegel for this project. I reached out to Ms. Jeffries with the only question I had that was relevant to my jurisdiction regarding this project and she gave me your email. It states that a section of SR 124 is to be HMA overlaid from SR 19(Broadway Street/Strawtown Pike) 7.32 miles to the east. I am not sure if anyone has physically inspected the section that falls within the city limits (SR 19 to just past Wayne Street) but



it's mainly residential and not in bad shape (by my untrained eye) as it was just rebuilt less than seven years ago when new water mains were installed. If it is still being overlayed, what are your plans for the concrete curb and gutter that mates up with the asphalt currently? Will they mill first? There are curb/bench style stormwater catch basins that run that entire stretch and those dump straight to the Wabash River. Let me know if you have any questions from me. Thank you and have a Happy Holidays.

***Semper Fidelis,***

**Nick Parkman**

*Stormwater Coordinator*

*221 West Riverside Dr.*

*Peru, IN 46970*

Office Phone: 765-473-6681 Ext-2002

Cell Phone: 765-469-2256

Email: [nparkman@peruutilities.com](mailto:nparkman@peruutilities.com)



[www.peruutilities.com](http://www.peruutilities.com)

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



## Christine Meador

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**From:** Mike Walsh <mwash@peruutilities.com>  
**Sent:** Wednesday, March 17, 2021 3:26 PM  
**To:** Christine Meador  
**Subject:** RE: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552) Additional Information  
**Attachments:** Sheet 21.pdf; Sheet 22.pdf; Sheet 23.pdf

This is a preliminary proposal. Let me know if I can help any further.

Thank you,

Michael Walsh  
Planning Engineer  
PERU UTILITIES  
335 East Canal Street  
P.O. Box 67  
Peru, Indiana 46970-0067  
(765) 473-6681 Ext. 1135  
(765) 469-0395 Cell  
(765) 472-2402 Fax  
[mwash@peruutilities.com](mailto:mwalsh@peruutilities.com)

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**From:** Christine Meador <CMeador@HNTB.com>  
**Sent:** Tuesday, March 16, 2021 5:52 PM  
**To:** Christine Meador <CMeador@HNTB.com>  
**Cc:** Jonathan Oakley <joakley@HNTB.com>; jboley@indot.in.gov; knovak@indot.in.gov; Susan Harrington <sharrington@HNTB.com>  
**Subject:** Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552) Additional Information

All –

Please see the attached early coordination letter and supporting graphics for the SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552). As the project has developed additional details have become available regarding the drainage ditch, new culvert, and tree clearing. Additionally a new drive culvert and cross culvert have been added to be replaced. We would appreciate any additional comments you may have regarding this project.

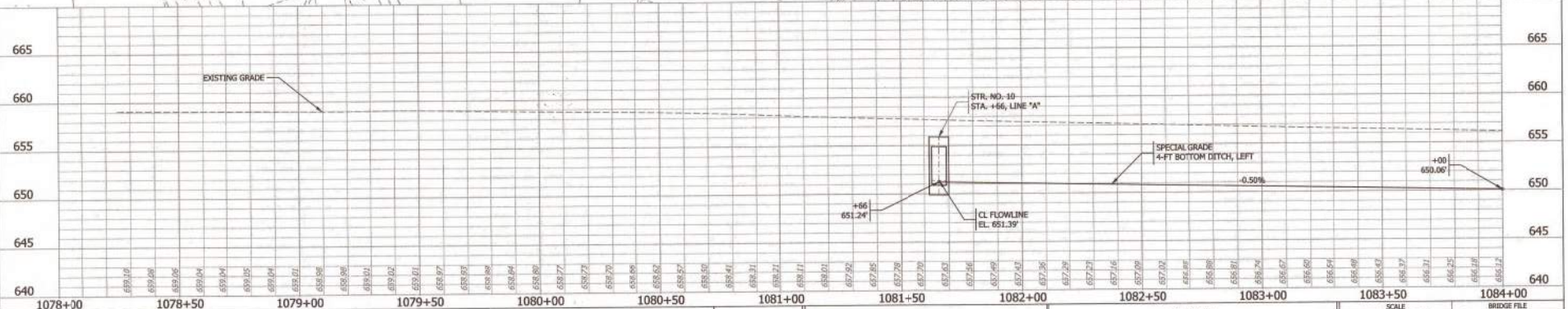
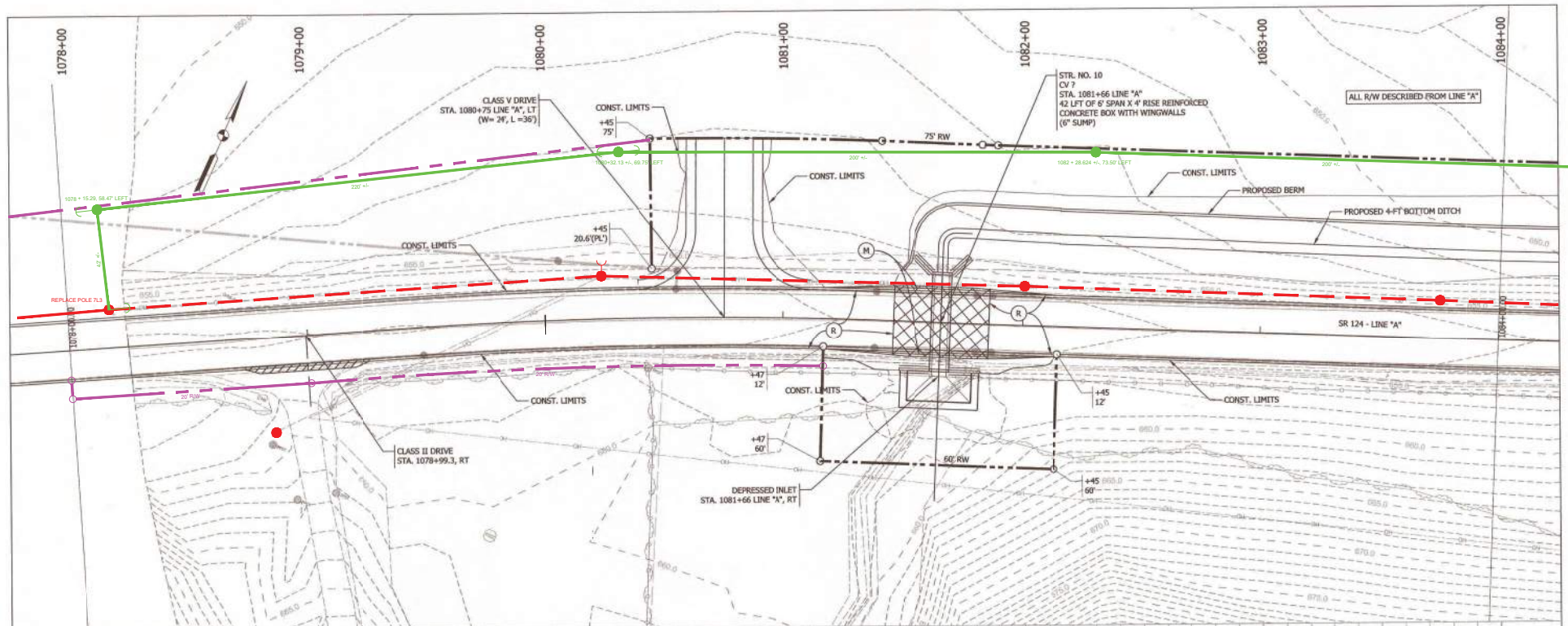
If you have any questions regarding this project, please feel free to contact me by phone or email.

Thank you for your participation in this project and have a great day.

Chris

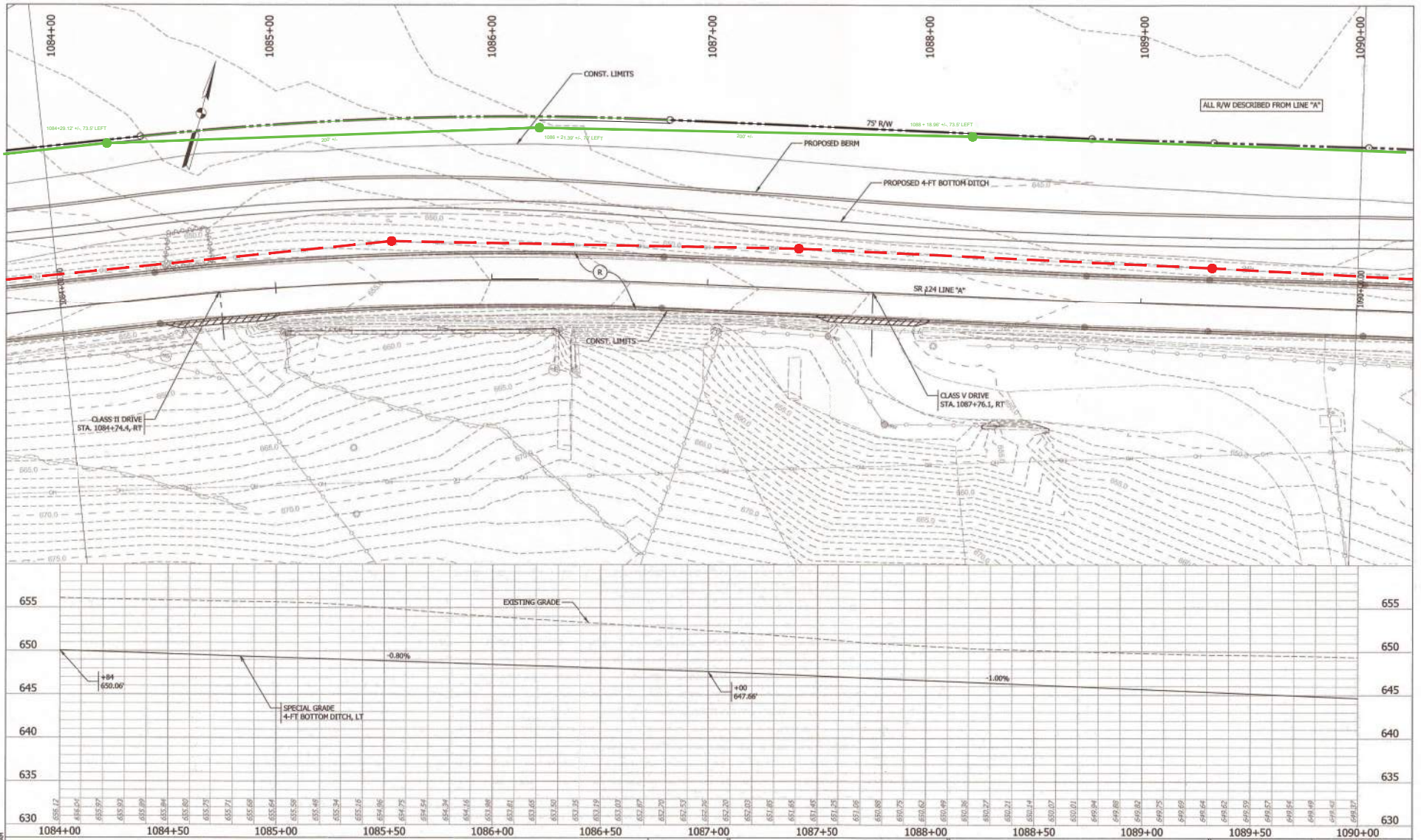
Christine Meador





2/14/2021 11:14 AM File: p:\1\indot-pm-benley.com\indot-pm-01\Documents\Port Wayne\180052\Design\Roads\Str Plan\Profile_Line_A_R_Lg_1.dgn Houdo.Default	MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B	RECOMMENDED FOR APPROVAL _____ DATE _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION  PLAN AND PROFILE SHEET LINE "A"	SCALE: H: 1"=20' / V: 1"=5' BRIDGE FILE: N/A
	(M) HMA FOR STRUCTURE INSTALLATION, TYPE B (R) MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	DESIGNED: SL FEB 2021 DRAWN: SL FEB 2021 CHECKED: _____ CHECKED: _____		SHEETS: 1 of 44 PROJECT: 18005200512 CONTRACT: R-41121

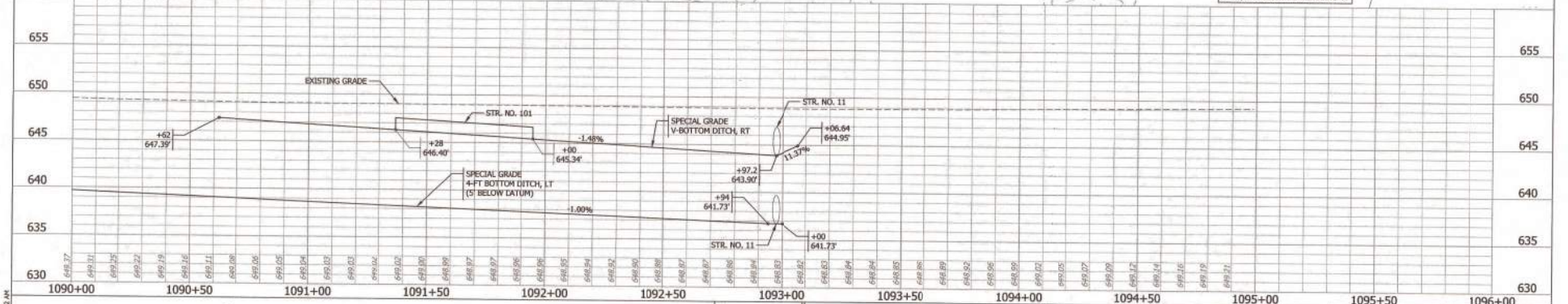
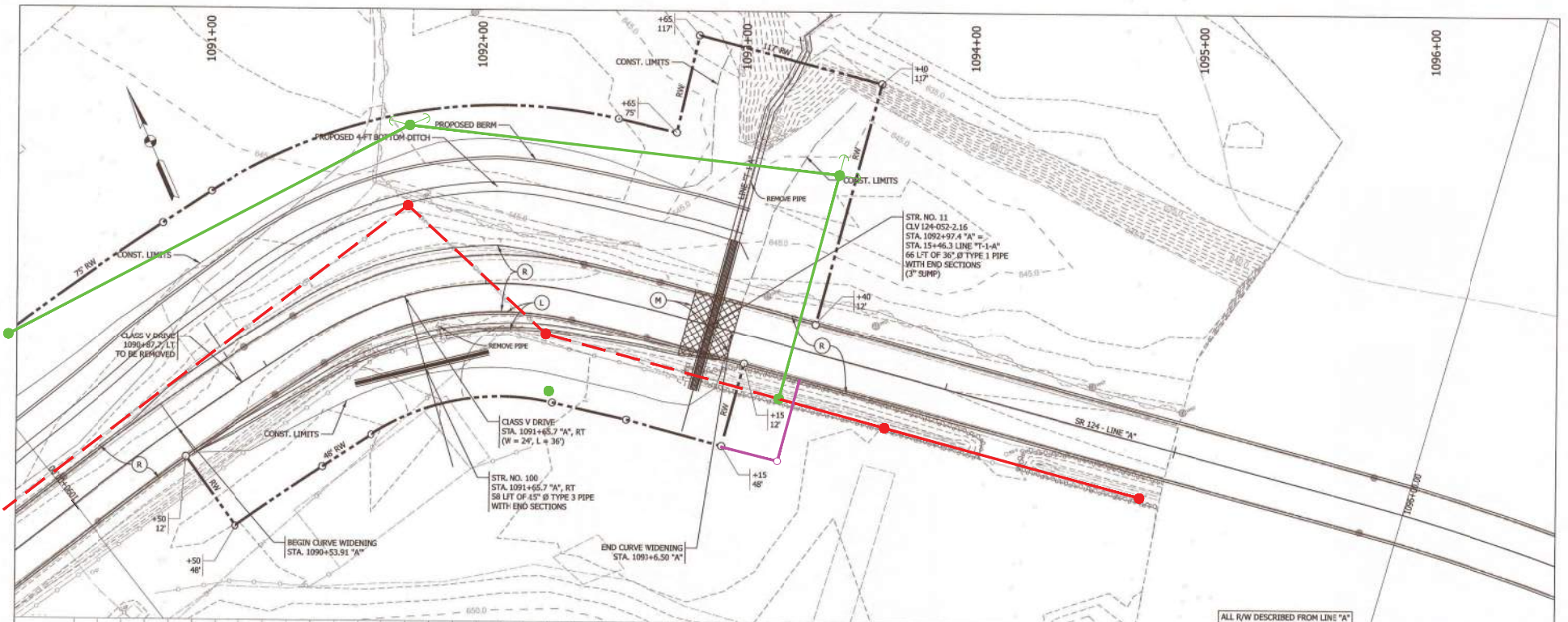




MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B HMA FOR STRUCTURE INSTALLATION, TYPE B MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	RECOMMENDED FOR APPROVAL DESIGN ENGINEER _____ DATE _____ DESIGNED: SL FEB 2021 DRAWN: SL FEB 2021 CHECKED: _____ CHECKED: _____	INDIANA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE SHEET LINE "A"	SCALE H: 1"=30' V: 1"=5' BRIDGE FILE N/A DESIGNATION 180552 SHEETS 22 of 44 CONTRACT R-41121 PROJECT 18055200572
	655 650 645 640 635 630 1084+00 1084+50 1085+00 1085+50 1086+00 1086+50 1087+00 1087+50 1088+00 1088+50 1089+00 1089+50 1090+00		

FILE: p:\indot\pw\hwy.com\indot-pw-01\Documents\Fvt Weyne\180552\Design\Roads\SR\_FlatProfile\_Line A\_2018\_2.dgn  
 Model: Default





(L) HMA FOR WIDENING, TYPE B (M) HMA FOR STRUCTURE INSTALLATION, TYPE B (R) MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	MILLING, APPROACHES, 1.5" 165 #/SYD HMA FOR APPROACHES, TYPE B	RECOMMENDED FOR APPROVAL DESIGN ENGINEER: _____ DATE: _____	INDIANA DEPARTMENT OF TRANSPORTATION
	HMA FOR WIDENING, TYPE B	MILLING, ASPHALT, 1.5" 165 #/SYD QC/QA-HMA, 2, 64, SURFACE, 9.5mm	DESIGNED: SL FEB 2021 DRAWN: SL FEB 2021 CHECKED: _____ CHECKED: _____

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## Christine Meador

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**From:** Corey Roser <croser@miamicountyin.gov>  
**Sent:** Friday, March 26, 2021 8:12 AM  
**To:** Christine Meador  
**Cc:** Susan Harrington  
**Subject:** RE: Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552) Additional Information

Hi Chris,

Thanks so much for the heads up on this project. I have shared the news with our County Surveyor as well.

Let me know if you need anything on my end.

Have a great weekend!

Thanks,





-Corey



### Corey Roser

Administrator  
Planning & Zoning | Miami County Plan Commission  
Miami County Courthouse - Room 101



 (765) 472-3901 | x 1274  
 [croser@miamicountyin.gov](mailto:croser@miamicountyin.gov)  
 <https://www.miamicountyin.gov/603/Planning-Department>  
 25 North Broadway, Peru, IN, 46970

---

**From:** Christine Meador <CMeador@HNTB.com>  
**Sent:** Wednesday, March 24, 2021 5:47 PM  
**To:** Corey Roser <croser@miamicountyin.gov>  
**Cc:** Susan Harrington <sharrington@HNTB.com>  
**Subject:** Early Coordination Letter - SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552) Additional Information

Corey -

Please see the attached early coordination letter and supporting graphics for the SR 124 HMA Overlay and Preventative Maintenance (Des. No. 1800552). As the project has developed additional details have become available regarding the drainage ditch, new culvert, and tree clearing.





# United States Department of the Interior Fish and Wildlife Service



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

March 26, 2021

Ms. Christine Meador  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Project No.: Des. 1800552  
Project: SR 124 Rehabilitation and Drainage Improvements  
Location: Peru, Miami County

Dear Ms. Meador:

This responds to your letter dated March 16, 2021, requesting our comments on the aforementioned project.

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

The proposed project consists of the rehabilitation of 7.32 miles of SR 124 beginning at the SR 19 intersection immediately south of the Wabash River and continuing east to the Wabash County Line, with the exception of work on the bridge crossing the Mississinewa River. The roadway will receive an HMA Overlay and 4 existing culverts under the roadway will be replaced, along with 1 existing side road culvert. A new culvert will be constructed about 1.9 miles east of SR 19 and a drainage ditch will be provided along the north side of SR 124 east to the Mississinewa River. Although the majority of the new ditch will be within existing cropland, the wooded riparian fringe along the river will be affected at the confluence of the ditch with the river.

The information provided with your letter shows a southern jog in the ditch just before it would enter the Mississinewa River, so that a denser area of riparian woodland would be impacted than if the ditch continued straight east. We believe that the ditch mouth should be located where it would cause the least impact to the riparian woodland along the river.



We request that the loss of riparian trees be mitigated as close to the project impact site as possible, preferably along the Mississinewa River or the nearby Wabash River. We support the woodland mitigation guidelines of the Indiana Department of Natural Resources contained in their Information Bulletin #17 (<http://www.in.gov/legislative/iac/20200527-IR-312200284NRA.xml.pdf>) which states that the mitigation ratio for non-wetland floodway forest losses of more than 1 acre is to be 2:1 (2 acres replanted for every acre destroyed), planted as close to the impact site as possible; loss of less than an acre is to be mitigated at a 1:1 ratio or 5 trees for each lost tree of 10 inches dbh or greater. If any of the woodland that would be removed is forested wetland, the mitigation ratio is 4:1. This tree replacement requirement is not related to any mitigation needed for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process.

#### ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process.

We appreciate the opportunity to comment on this proposed project. Please keep us informed as project planning progresses. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email March 26, 2021; no hard copy to follow.

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



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

**DNR #:** ER-23278-1

**Request Received:** March 16, 2021

**Requestor:** HNTB Corporation  
Christine Meador  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204-5178

**Project:** SR 124 HMA overlay, maintenance, and culvert work from SR 19/Broadway Avenue in Peru to the Wabash County line; Des #1800552: construction of a new drainage channel with outfall to the Mississinewa River

**County/Site info:** Miami

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 may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption or outfall exemption (see enclosures). Please include a copy of this letter with the permit application(s), if required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. The managed lands and species below have been documented within 1/2 mile of the project area.

**A) MANAGED LANDS:**

1. Frances Slocum State Forest; DNR
2. Mississinewa Spillway; U.S. Army Corps of Engineers

**B) MUSSELS:**

1. Wabash River (all federal & state endangered):
  - a) Snuffbox (*Epioblasma triquetra*)
  - b) Clubshell (*Pleurobema clava*)
  - c) Rayed Bean (*Villosa fabalis*)
2. Mississinewa River:
  - a) Snuffbox (*Epioblasma triquetra*); federal & state endangered
  - b) Rayed Bean (*Villosa fabalis*); federal & state endangered
  - c) Round Hickorynut (*Obovaria subrotunda*); state endangered
  - d) Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern
  - e) Kidneyshell (*Ptychobranchus fasciolaris*); state special concern

**C) MAMMAL:** American Badger (*Taxidea taxus*); state special concern

**Fish & Wildlife Comments:** All of the recommendations in our previous letter dated January 8, 2021, still apply. However, we offer the following additional recommendations:

**1) Mussels:**

In addition to implementing standard erosion control measures to minimize impacts to mussel species, there should also be no heavy equipment used in the river for construction of the new ditch and outfall.

**Attachments:** A - Bridge Exemption Criteria  
B - Outfall Exemption Criteria



**THIS IS NOT A PERMIT**

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

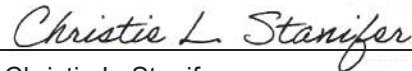
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2) In-lieu Fee Program:

Information regarding the In-lieu Fee Program (ILFP) for use with DNR permits for mitigation can be found on the Division of Land Acquisition's webpage at <https://www.in.gov/dnr/heritage/8340.htm>. The use of ILFP requires the completion of the ILFP form and completion of a floristic quality assessment of the impact site. The form can be found at <https://www.in.gov/dnr/water/2455.htm>, under "Other Permit-Related Resources and Information." If you need additional information, please contact Matt Buffington ([mbuffington@dnr.in.gov](mailto:mbuffington@dnr.in.gov) or 317-233-4666).

**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:** April 14, 2021

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



**From:** [Novak, Karen](#)  
**To:** [Shampayne Jeffries](#)  
**Cc:** [Christine Meador](#)  
**Subject:** RE: SR 124 HMA Overlay and Preventative Maintenance, Des. No. 1800552, Bat Check  
**Date:** Friday, September 11, 2020 3:54:39 PM  
**Attachments:** [image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)

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Good Afternoon,

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

Thank You,

*Karen M. Novak*

**Sr Environmental Mgr Supervisor**

5333 Hatfield Road

Fort Wayne, IN 46808

**Office:** (260) 969-8302

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



---

**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Thursday, September 10, 2020 2:07 PM  
**To:** Novak, Karen <[KNovak@indot.IN.gov](mailto:KNovak@indot.IN.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Subject:** SR 124 HMA Overlay and Preventative Maintenance, Des. No. 1800552, Bat Check

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

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Good morning Ms. Novak,

I would like to request the queries of the USFWS Bat Database for inclusions in the environmental documentation for Des. No. 1800552 - SR 124 HMA Overlay and Preventative Maintenance. The project is in Miami County. The project is the restoration of rideability and the





## 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:

March 25, 2021

Consultation Code: 03E12000-2021-SLI-0788

Event Code: 03E12000-2021-E-04794

Project Name: SR 124 Roadway Project, Des. No. 1800552

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.



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

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

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

Attachment(s):

- Official Species List



## **Official Species List**

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

This species list is provided by:

### **Indiana Ecological Services Field Office**

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



## Project Summary

Consultation Code: 03E12000-2021-SLI-0788

Event Code: 03E12000-2021-E-04794

Project Name: SR 124 Roadway Project, Des. No. 1800552

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the HMA overlay and preventative maintenance on 7.32 miles of State Road (SR) 124 that extends from SR 19 to 7.32 miles east of SR 19 in Miami County. More specifically, the project is located in Reserve No. 5 (Richardville) and Reserve No. 7 (Godfroy), Reserve No. 9 (Godfroy), 99 Washington Township, Sections 33 and 34, Township 27 North, Range 5 East, and Section 3, Township 26 North, Range 5 East in Washington and Butler Townships, Peru, Indiana.

The scope of work includes the application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance. In addition, four drainage improvements are included in this project, and there are 8 existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current ADA standards. There are existing five corrugated metal pipes (CMPs) in the corridor that will be replaced in kind: 1-32", 2-24", and 2-15" culverts along SR 124. The inspections performed on October 20, 2020 for the culverts resulted in no evidence of bats observed. The construction of the new structure, a box culvert, will take place 1.94 miles east of SR 19. Also included in the scope of work is construction of a roadside ditch/detention area along SR 124, approximately 0.36 mile northwest of the intersection of SR 124 and Mississinewa Road. Shoulder widening will also occur at two locations along SR 124.

Trees suitable for roosting by both the Indiana bat and the northern long-eared bat, sugar maple and Eastern cottonwood, are present along SR 124. The project includes a total maximum of 0.71 acre of tree clearing associated with the roadside ditch/detention construction along SR 124 near the Mississinewa River and the culvert replacement at Circus Lane. The majority of tree clearing will occur within 100 feet of the roadway. Tree clearing at the outfall to the Mississinewa River for the drainage structure may occur up to 120 feet from the edge of pavement . Approximately 0.63 acre of tree clearing will occur within 100 feet of the road with and approximately 0.08 acre of tree clearing will occur beyond 100 feet from the pavement. As this project will involve tree removal 100-300 ft from an existing roadway/railway; a mitigation payment to the "Rangewide In-Lieu Fee Program, The Conservation Fund" will be required. The formula for calculating the mitigation amount is: (acres of



tree removal) x (mitigation ratio) x (current dollar amount for IN) = dollars for mitigation. As such, \$1,308.30 ((0.08 acre of trees to be removed) \* 1.75 \* \$9,345.00) will be required.

Tree removal will occur during the inactive bat season, from fall of 2023 through the spring of 2024. Noise levels are not anticipated to become elevated above normal levels. The project involves temporary lighting, but no permanent lighting is anticipated. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on September 11, 2020 did not identify any documented sites within 0.5 mile of the project area. Construction is anticipated to take place beginning summer of 2023 and continuing throughout 2024.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.746962499999995,-85.98603072212893,14z>



Counties: Miami County, Indiana



## Endangered Species Act Species

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

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

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

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

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

## Mammals

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

## Critical habitats

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





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

IPaC Record Locator: 498-100597718

March 25, 2021

Subject: Consistency letter for the 'SR 124 Roadway Project, Des. No. 1800552' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **SR 124 Roadway Project, Des. No. 1800552** (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 is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, and is likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project. Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative for review, and as the agency deems appropriate, transmit to this Service Office for verification that the project is consistent with the PBO.



This Service Office will respond by letter to the requesting Federal action agency or designated non-federal representative within 30 calendar days to:

- verify that the Proposed Action is consistent with the scope of actions covered under the PBO;
- verify that all applicable avoidance, minimization, and compensation measures are included in the action proposal;
- identify any action-specific monitoring and reporting requirements, consistent with the monitoring and reporting requirements of the PBO, and
- identify anticipated incidental take.

ESA Section 7 compliance for this Proposed Action is not complete until the Federal action agency or its designated non-federal representative receives a verification letter from the Service.

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

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



## **Project Description**

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

### ***Name***

SR 124 Roadway Project, Des. No. 1800552

### ***Description***



The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the HMA overlay and preventative maintenance on 7.32 miles of State Road (SR) 124 that extends from SR 19 to 7.32 miles east of SR 19 in Miami County. More specifically, the project is located in Reserve No. 5 (Richardville) and Reserve No. 7 (Godfroy), Reserve No. 9 (Godfroy), 99 Washington Township, Sections 33 and 34, Township 27 North, Range 5 East, and Section 3, Township 26 North, Range 5 East in Washington and Butler Townships, Peru, Indiana.

The scope of work includes the application of a Hot Mix Asphalt (HMA) overlay and preventative maintenance. In addition, four drainage improvements are included in this project, and there are 8 existing curb ramps located between SR 19 and Wallace Street that will require analysis and potential replacement in order to meet current ADA standards. There are existing five corrugated metal pipes (CMPs) in the corridor that will be replaced in kind: 1-32", 2-24", and 2-15" culverts along SR 124. The inspections performed on October 20, 2020 for the culverts resulted in no evidence of bats observed. The construction of the new structure, a box culvert, will take place 1.94 miles east of SR 19. Also included in the scope of work is construction of a roadside ditch/detention area along SR 124, approximately 0.36 mile northwest of the intersection of SR 124 and Mississinewa Road. Shoulder widening will also occur at two locations along SR 124.

Trees suitable for roosting by both the Indiana bat and the northern long-eared bat, sugar maple and Eastern cottonwood, are present along SR 124. The project includes a total maximum of 0.71 acre of tree clearing associated with the roadside ditch/detention construction along SR 124 near the Mississinewa River and the culvert replacement at Circus Lane. The majority of tree clearing will occur within 100 feet of the roadway. Tree clearing at the outfall to the Mississinewa River for the drainage structure may occur up to 120 feet from the edge of pavement. Approximately 0.63 acre of tree clearing will occur within 100 feet of the road with and approximately 0.08 acre of tree clearing will occur beyond 100 feet from the pavement. As this project will involve tree removal 100-300 ft from an existing roadway/railway; a mitigation payment to the "Rangewide In-Lieu Fee Program, The Conservation Fund" will be required. The formula for calculating the mitigation amount is: (acres of tree removal) x (mitigation ratio) x (current dollar amount for IN) = dollars for mitigation. As such, \$1,308.30 ((0.08 acre of trees to be removed) \* 1.75 \* \$9,345.00) will be required.

Tree removal will occur during the inactive bat season, from fall of 2023 through the spring of 2024. Noise levels are not anticipated to become elevated above normal levels. The project involves temporary lighting, but no permanent lighting is anticipated. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on September 11, 2020 did not identify any documented sites within 0.5 mile of the project area. Construction is anticipated to take place beginning summer of 2023 and continuing throughout 2024.



# Determination Key Result

Based on your answers provided, this project is likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the conclusion and Incidental Take Statement provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

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

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No



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

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

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

*Yes*

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

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

*Yes*

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

*No*

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

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

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

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

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

*No*



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

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

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

*No*

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

*Yes*

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

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

*B) During the inactive season*

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

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

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

*No*

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

*Yes*

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

*B) During the inactive season*

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

*Yes*

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

*Yes*



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

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

*Yes*



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

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

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

Yes

#### **SUBMITTED DOCUMENTS**

- *INDOT\_Bridge\_Culvert\_Assessment\_Form\_COID 19871.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99411968>
- *INDOT\_Bridge\_Culvert\_Assessment\_Form\_CLV-124-052-2.16.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99411969>
- *INDOT\_Bridge\_Culvert\_Assessment\_Form\_COID 19879.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99411970>
- *Pages from PFC Plans 1800552 for Roadway Services.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99755554>
- *INDOT\_Bridge\_Culvert\_Assessment\_Form\_COID 19925.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99411972>
- *INDOT\_Bridge\_Culvert\_Assessment\_Form\_Driveway.pdf* <https://ecos.fws.gov/ipac/project/BC376HVCNNDT3BXRIELZYJTWEM/projectDocuments/99610588>

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

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

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

No



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

*No*

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

*No*

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

*Yes*

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

*Yes*

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

*No*

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

*No*

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

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

*Yes*

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

*No*

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

**Automatically answered**

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



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

**Automatically answered**

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

38. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal that occurs outside the Indiana bat's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.*

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

**Automatically answered**

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

40. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal that occurs outside the NLEB's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.*

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

**Automatically answered**

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

42. **General AMM 1**

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

Yes



43. **Tree Removal AMM 1**

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

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

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

Yes

44. **Tree Removal AMM 3**

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

Yes

45. **Lighting AMM 1**

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

Yes

46. For Indiana bat, if applicable, compensatory mitigation measures are required to offset adverse effects on the species (see Section 2.10 of the BA). Please select the mechanism in which compensatory mitigation will be implemented:

1. *Range-wide In Lieu Fee Program, The Conservation Fund*

## Project Questionnaire

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

N/A

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

N/A

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

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

0.71

4. How many acres<sup>[1]</sup> of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

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



0.08

5. **Please verify:**

All tree removal will occur greater than 0.5 mile from any hibernaculum.

*Yes, I verify that all tree removal will occur greater than 0.5 miles from any hibernaculum.*

6. Is the project location 0-100 feet from the edge of existing road/rail surface?

Yes

7. Is the project location 100-300 feet from the edge of existing road/rail surface?

Yes

8. **Please verify:**

No documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted between May 1 and July 31.

*Yes, I verify that no documented Indiana bat roosts or surrounding summer habitat within 0.25 mile of documented roosts will be impacted during this period.*

9. **Please verify:**

No documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted between June 1 and July 31.

*Yes, I verify that no documented NLEB roosts or surrounding summer habitat within 150 feet of documented roosts will be impacted during this period.*

10. Please describe the proposed bridge work:

*There are four corrugated metal pipes (CMPs) in the corridor that will be replaced in kind: 1-30", 2-24", and 2-15" culverts along SR 124 and one driveway pipe that will be replaced in-kind. There will also be the construction of a new box culvert along SR 124, 1.36 miles east of SR 19.*

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

*Letting is in April of 2023, and the construction is expected to begin summer of 2023, and continue throughout 2024.*

12. Please enter the date of the bridge assessment:

*October 20, 2020*

13. You have indicated that the following Avoidance and Minimization Measures (AMMs) will be implemented as part of the proposed project:

- *Tree Removal AMM 1*
- *Lighting AMM 1*
- *Tree Removal AMM 3*
- *General AMM 1*

## **Avoidance And Minimization Measures (AMMs)**

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



**TREE REMOVAL AMM 1**

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

**LIGHTING AMM 1**

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

**TREE REMOVAL AMM 3**

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

**GENERAL AMM 1**

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



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

This key was last updated in IPaC on December 29, 2020. Keys are subject to periodic revision.

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

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



Culvert Inspection Forms uploaded to IPaC

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

General Information		
Date of Inspection: 10/20/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 50
Time of Inspection: am	Follow-up Inspection <input type="checkbox"/>	Wind: 5
County: Miami	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador, Sharon Anton		Sunrise:                      Sunset:
GPS Northing: 4510253.00 m N	Contract Number:	Anticipated Start Date for
Eastings: 588205.01 m EE	R-41121; Des. 1800552	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 124	Station: 1320+80.7
Bridge/Culvert number: CLV-124-052-6.49/COID 19871	Number of Spans: 24 inch pipe
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?  No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining      No signs of bat use	

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



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



No bats or signs of bats were observed during the inspection.



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

General Information		
Date of Inspection: 10/20/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 50
Time of Inspection: am	Follow-up Inspection <input type="checkbox"/>	Wind: 5
County: Miami	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador, Sharon Anton		Sunrise:                      Sunset:
GPS Northing: 4512093.90 m N	Contract Number:	Anticipated Start Date for
Easting: 582176.87 m E	R-41121; Des. 1800552	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 124	Station: 1092+94.7
Bridge/Culvert number: CLV-124-052-2.16/COID 19654	Number of Spans: 30 inch pipe
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining                      No signs of bat use	

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



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



No bats or signs of bats were observed during the inspection.



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

General Information		
Date of Inspection: 10/20/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 50
Time of Inspection: am	Follow-up Inspection <input type="checkbox"/>	Wind: 5
County: Miami	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador, Sharon Anton		Sunrise:                      Sunset:
GPS Northing: 4511316.69 m N	Contract Number:	Anticipated Start Date for
Easting: 585421.56 m E	R-41121; Des. 1800552	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 124	Station: 1215+26.6
Bridge/Culvert number: CLV-124-052-4.48/COID 19879	Number of Spans: 24 inch pipe
<b>Type of Structure:</b> <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	<b>Material:</b> <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  <b>Shape:</b> <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?  No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining                      No signs of bat use	

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



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



No bats or signs of bats were observed during the inspection.



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

General Information		
Date of Inspection: 10/20/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 50
Time of Inspection: am	Follow-up Inspection <input type="checkbox"/>	Wind: 5
County: Miami	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador, Sharon Anton		Sunrise:                      Sunset:
GPS Northing: 4511371.09 m N	Contract Number:	Anticipated Start Date for
Easting: 583505.38 m E	R-41121; Des. 1800552	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Peru Circus Lane	Station: 1144+66.6
Bridge/Culvert number: CLV-124-052-3.15/COID 19925	Number of Spans: 15 inch pipe
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining      No signs of bat use	

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



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



No bats or signs of bats were observed during the inspection.



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

General Information		
Date of Inspection: 10/20/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 50
Time of Inspection: am	Follow-up Inspection <input type="checkbox"/>	Wind: 5
County: Miami	Construction <input type="checkbox"/>	Precip: None
Inspected by: Christine Meador, Sharon Anton		Sunrise:                      Sunset:
GPS Northing: 4512135.76 m N	Contract Number:	Anticipated Start Date for
Eastings: 582114.35 m E	R-41121; Des. 1800552	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Driveway	Station: 1091+67.5, RT
Bridge/Culvert number: None	Number of Spans: 15 inch pipe
<b>Type of Structure:</b> <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	<b>Material:</b> <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  <b>Shape:</b> <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? No - culvert completely filled with sediment	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?  No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining            No signs of bat use	

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



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



No bats or signs of bats were observed during the inspection.



# Culvert Inspection Report

CV 124-052-1.38  
SR 124  
over  
UNT WABASH RIVER



Inspection Date: 10/26/2018

Inspected By: Linda Holzinger

Inspection Type(s): Culvert



**Large Culvert Inspection Report**

(8) Asset Code:	93002260	(27) Year Built:	0000
Asset Name:	CV 124-052-1.38	(90) Inspection Date:	10/26/2018
OLD Culvert ID:	124-52-001.38	(91) Inspection Frequency:	60
Team Assignment:	02	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	02	(3) County Code:	052
Sub District:	2500	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 124	(6) Features Intersected:	UNT WABASH RIVER
(9) Location:	1.30 E SR 19	(9.01) Location Additional Description:	0.73 E Wallace Ave. * (UNT of Wabash River)
(11) Milepoint:	1.3	(16) Latitude:	40.75324
		(17) Longitude:	-86.04108
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	3. Steel	Culvert: Type of Structure:	3. Pipe	Min Est Fill Cover (ft):	2.0
Culvert: Max. Horizontal Opening (ft.):	4.66	Culvert: Max. Vertical Opening (ft.):	3.17	(34) Skew:	
Barrel Length (ft.):	80.0	Original Culvert Shape:	Arch		

Measurement Remarks:

Structure Additional Description: *Corrugated Metal Pipe Arch Twin - FBCCMPA*

**Openings:**

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

Openings Comments:

**Follow Up Required:**

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

**Endangered Species**

Bats: seen or heard under structure? \* N

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

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



# Culvert Inspection Report

CV 124-052-2.35  
SR 124  
over  
WABASH RIVER DRAIN



Inspection Date: 10/26/2018

Inspected By: Linda Holzinger

Inspection Type(s): Culvert



**Large Culvert Inspection Report**

(8) Asset Code:	93002170	(27) Year Built:	0000
Asset Name:	CV 124-052-2.35	(90) Inspection Date:	10/26/2018
OLD Culvert ID:	124-52-002.35	(91) Inspection Frequency:	60
Team Assignment:	02	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	02	(3) County Code:	052
Sub District:	2500	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 124	(6) Features Intersected:	WABASH RIVER DRAIN
(9) Location:	2.35 E SR 19	(9.01) Location Additional Description:	* 0.16 W CR 300 E * Wabash R Drain (Mississinewa Riv)
(11) Milepoint:	2.35	(16) Latitude:	40.75397
		(17) Longitude:	-86.02439
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:		Culvert: Type of Structure:	3. Pipe	Min Est Fill Cover (ft):	2.0
Culvert: Max. Horizontal Opening (ft.):	4.0	Culvert: Max. Vertical Opening (ft.):	4.0	(34) Skew:	00
Barrel Length (ft.):	120.0	Original Culvert Shape:	Round		

Measurement Remarks:

Structure Additional Description: *Bituminous Coated Corrugated Metal Pipe FBCCMP*

**Openings:**

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

Openings Comments:

**Follow Up Required:**

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

**Endangered Species**

Bats: seen or heard under structure? \* *N*

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

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



# Culvert Inspection Report

CV 124-052-3.43  
SR 124  
over  
UNT OF MISSISSINEWA RIVE



Inspection Date: 10/26/2018

Inspected By: Linda Holzinger

Inspection Type(s): Culvert



**Large Culvert Inspection Report**

(8) Asset Code:	93002204	(27) Year Built:	1970
Asset Name:	CV 124-052-3.43	(90) Inspection Date:	10/26/2018
OLD Culvert ID:	124-52-003.43	(91) Inspection Frequency:	60
Team Assignment:	02	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	02	(3) County Code:	052
Sub District:	2500	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 124	(6) Features Intersected:	UNT OF MISSISSINEWA RIVE
(9) Location:	3.47 MI E SR 19	(9.01) Location Additional Description:	0.27 mi. E of CR 340 E ( Francis Slocum Trail ) Branch #2 of Mississinewa River (UNT of Mississinewa River)
(11) Milepoint:	3.47	(16) Latitude:	40.74797
Classification:		(17) Longitude:	-86.00560
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	1. Concrete	Culvert: Type of Structure:	1. Slab	Min Est Fill Cover (ft):	2.00
Culvert: Max. Horizontal Opening (ft.):	8.7	Culvert: Max. Vertical Opening (ft.):	6.0	(34) Skew:	15
Barrel Length (ft.):	100	Original Culvert Shape:	Box		

Measurement Remarks:

Structure Additional Description: Concrete Slabtop RCS - UF

**Openings:**

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

Openings Comments:

Follow Up Required:

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

**Endangered Species**

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



# Culvert Inspection Report

CV 124-052-3.96  
SR 124  
over  
UNT WABASH RIVER



Inspection Date: 10/26/2018

Inspected By: Linda Holzinger

Inspection Type(s): Culvert



**Large Culvert Inspection Report**

(8) Asset Code:	93002172	(27) Year Built:	1978
Asset Name:	CV 124-052-3.96	(90) Inspection Date:	10/26/2018
OLD Culvert ID:	124-52-003.96	(91) Inspection Frequency:	60
Team Assignment:	02	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	02	(3) County Code:	052
Sub District:	2500	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 124	(6) Features Intersected:	UNT WABASH RIVER
(9) Location:	4.01 E SR 19	(9.01) Location Additional Description:	0.01 W CR 100 S * Branch #3 of Mississinewa Riv
(11) Milepoint:	4.01	(16) Latitude:	40.75036
		(17) Longitude:	-85.99600
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	1. Concrete	Culvert: Type of Structure:	1. Slab	Min Est Fill Cover (ft):	2.00
Culvert: Max. Horizontal Opening (ft.):	11.5	Culvert: Max. Vertical Opening (ft.):	6.0	(34) Skew:	00
Barrel Length (ft.):	54.5	Original Culvert Shape:	Box		

Measurement Remarks:

Structure Additional Description: Concrete Slabtop RCS - UF

**Openings:**

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

Openings Comments:

Follow Up Required:

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

**Endangered Species**

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



# Culvert Inspection Report

CV 124-052-6.70  
SR 124  
over  
UNT WABASH RIVER



Inspection Date: 10/28/2020

Inspected By: Kirk Smith

Inspection Type(s): Culvert



**Large Culvert Inspection Report**

(8) Asset Code:	93002251	(27) Year Built:	1970
Asset Name:	CV 124-052-6.70	(90) Inspection Date:	10/28/2020
OLD Culvert ID:	124-52-006.70	(91) Inspection Frequency:	24
Team Assignment:	02	<input type="checkbox"/> Additional Treatment Exists	

**Identification**

(2) Highway Agency District:	02	(3) County Code:	052
Sub District:	2500	Ramp ID:	
(42B) Type of Service (Under):	5	<input type="checkbox"/> Adjacent to Roadway	
(7) Facility Carried:	SR 124	(6) Features Intersected:	UNT WABASH RIVER
(9) Location:	06.58 E SR 19	(9.01) Location Additional Description:	0.15 mi. E of CR 625 E Branch #4 A of Mississinewa River (UNT of Wabash River)
(11) Milepoint:	6.58	(16) Latitude:	40.73717
		(17) Longitude:	-85.95292
Classification:			
(104) Highway System of the Inventory Route:	0	(26) Functional Classification of Inventory Route:	02

**Geometric Data**

Culvert: Kind of Material:	3. Steel	Culvert: Type of Structure:	3. Pipe	Min Est Fill Cover (ft):	4.0
Culvert: Max. Horizontal Opening (ft.):	4.0	Culvert: Max. Vertical Opening (ft.):	4.0	(34) Skew:	00
Barrel Length (ft.):	50.0	Original Culvert Shape:	Round		

Measurement Remarks:

Structure Additional Description: *Bituminous Coated Corrugated Metal Pipe (FBCCMP).*

**Openings:**

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

Openings Comments:

**Follow Up Required:**

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

**Endangered Species**

Bats: seen or heard under structure? \* *N*

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

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





# United States Department of the Interior Fish and Wildlife Service



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

April 5, 2021

Karstin Carmany-George  
Federal Highway Administration  
575 N. Pennsylvania St. Room 254  
Indianapolis, Indiana 46204  
(sent via email)

TAILS: 03E12000-2021-SLI-0788

RE: SR 124 Roadway Project, Des. No. 1800552, Miami County

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated March 25, 2021 to verify that the proposed SR 124 Roadway Project (the Project) may rely on the February 5, 2018, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated LAA Consistency Letter on March 26, 2021.

This letter provides the Service's response as to whether the Federal Highway Administration may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and/or NLEB.

The Federal Highway Administration has determined that the Project is *likely to adversely affect* the Indiana bat and/or the NLEB.

## Conclusion

The Service has reviewed the effects of the proposed Project, which includes the Federal Highway Administration's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat and/or the NLEB. In coordination with



your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

## Incidental Take

### *Indiana Bat*

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of Indiana bats. As described in the Incidental Take Statement (ITS) of the BO, such taking will be difficult to detect. The Service determined that it is appropriate to measure the amount or extent of incidental taking resulting from BO projects using the proposed acreage of tree removal from Indiana bat suitable habitat as a surrogate for the numbers of individuals taken.

The proposed Project will remove **0.71 acre(s)** of trees from habitat that is suitable for the Indiana bat. All tree removal will occur in winter (October 1 – March 30) and comply with all other conservation measures in the BO. Based on the BO, **0.63acre(s)** of the removal are within 100 feet of the edge of pavement and therefore not anticipated to result in any adverse effects; **0.08 acre(s)** are within 100-300 feet and expected to result in adverse effects.

The Federal Highway Administration uses the mitigation ratio of **1.75** from Table 3 of the BO<sup>1</sup> to calculate the compensatory mitigation required to offset these adverse impacts for a total of **0.14 acres<sup>2</sup>** of trees that is suitable for the Indiana bat.

Based on the mitigation identified above<sup>2</sup> and the information provided in Table 2 of Exhibit E in The Conservation Fund's (TCF) In Lieu Fee (ILF) Instrument<sup>3</sup>, the Federal Highway Administration will contribute **\$1,308.30** to TCF prior to the start of construction in order to comply with the mitigation requirements of the program of transportation projects reviewed in the BO. These calculations are based on the 2020-2021 Land Use Values in Table 2 of Exhibit E in TCF's ILF Instrument, which are applicable even if the project construction should occur in a different calendar year. At the time of payment, the Federal Highway Administration or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this programmatic consultation. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

<sup>1</sup> [https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT\\_ILF\\_ratios\\_transportation\\_agencies.pdf](https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ILF_ratios_transportation_agencies.pdf)

<sup>2</sup> XX acres \* XX ratio

<sup>3</sup> [https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT\\_ExhibitE\\_Table2\\_FeeSchedule\\_LandValues.pdf](https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ExhibitE_Table2_FeeSchedule_LandValues.pdf)



In addition (if applicable), the Project may take up to 5 Indiana bats that were not detected during bridge/culvert bat assessments conducted prior to implementing the proposed work on the various structures. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service (refer to User Guide Appendix E - Post Assessment Discovery of Bats at Bridge/Structure Form). Although such take is reasonably certain to occur at up to 10 bridge projects per year as included in the scope of the BO, it is a remote possibility for any individual project that is implemented consistent with the conservation measures of the BO.

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of Indiana bat incidental take and exempted from the prohibitions of Section 9 of the ESA. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the BO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the BO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located in project action areas.

#### *Northern Long-eared Bat*

The Service anticipates that tree removal associated with the Project will cause incidental take of NLEBs. However, the Project is consistent with the BO, and such projects will not cause take of NLEB that is prohibited under the ESA section 4(d) rule for this species (50 CFR §17.40(o)). Therefore, the incidental take of NLEBs resulting from the Project does not require exemption from the Service.

#### Reporting Dead or Injured Bats

The Federal Highway Administration, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats and/or NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.



## Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the Federal Highway Administration discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of Indiana bat is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that the Project may affect.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes trees of more than **0.08 acre(s)** of habitat suitable between 100 and 300 feet from the edge of pavement) for the Indiana bat; or
- the Project takes more than 5 Indiana bats resulting from work on the bridge/structure.

In instances where the amount or extent of incidental take is exceeded, the Federal Highway Administration is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at [Robin\\_Mcwilliams@fws.gov](mailto:Robin_Mcwilliams@fws.gov).

Sincerely,

**SCOTT PRUITT** Digitally signed by SCOTT PRUITT  
Date: 2021.04.05 16:19:05 -04'00'

Scott Pruitt  
Field Supervisor

Cc: (via email)

Meghan Hinkle, INDOT, Indianapolis, IN  
Jesse Boley, INDOT,  
Christine Meador, HNTB, Indianapolis, IN  
Elizabeth McCloskey, USFWS, Chesterton, IN  
Ibat ILF coordinator – to be sent by INDOT at later date



## APPENDIX D: SECTION 106 OF NHPA



**From:** Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>  
**Sent:** Friday, April 16, 2021 11:04 AM  
**To:** Alyssa Reynolds; Andrew Martin; Christine Meador; Novak, Karen; Boley, Jesse; Robert Ball  
**Cc:** Branigin, Susan; Miller, Shaun (INDOT); Kelly, Clint; Korzeniewski, Patricia J  
**Subject:** RE: Des 1800552 MPPA Approval  
**Attachments:** SR124\_Des1800552\_MPPA Determination Form\_B-1&B-9\_2021-4-16.pdf

Good morning,

Thank you for submitting the revised archaeological report for our review. The revised ASR is acceptable, and we have completed the archaeological assessment for the MPPA determination form. We've determined that this project falls under Categories B-1 & B-9 of the Minor Projects PA, thus concluding the Section 106 process. The determination form is attached for your use in the CE document. A firm commitment has been placed in order to ensure that archaeological sites are avoided.

Commitment 1: A firm commitment must be made to mark sites (12-Mi-222 & 12-Mi-896) on plan maps as "environmentally sensitive-do not disturb". These sites are to be avoided by all construction activities. This project will be flagged for a future quality assurance review to ensure that these commitments are maintained.

Please submit both electronic and paper copies of the approved report to DHPA, indicating in the cover letter that the project qualified as a Minor Project and therefore the report is for their records only and no formal review is required under Section 106. In addition, we ask that a copy of the DHPA submittal letter be sent to INDOT CRO c/o Patricia Jo Korzeniewski during the time of submission and that the archaeological report be posted to IN SCOPE (please ensure that the uploaded file follows the IN SCOPE naming conventions).

Please keep in mind that if the scope of the project or project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Please don't hesitate to contact us should you have any questions or need additional information.

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204  
[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)  
[1-317-416-4377](tel:1-317-416-4377)

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**From:** Miller, Shaun (INDOT) <[smiller@indot.IN.gov](mailto:smiller@indot.IN.gov)>  
**Sent:** Friday, January 29, 2021 1:22 PM  
**To:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>  
**Cc:** Alyssa Reynolds <[adreynolds@crai-ky.com](mailto:adreynolds@crai-ky.com)>; Andrew Martin <[amartin@crai-ky.com](mailto:amartin@crai-ky.com)>; 'Christine Meador' <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>; Branigin, Susan <[SBranigin@indot.IN.gov](mailto:SBranigin@indot.IN.gov)>  
**Subject:** FW: Des 1800552 MPPA Approval



## Minor Projects PA Project Assessment Form

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**Date:** 4/16/2021

**Project Designation Number:** 1800552

**Route Number:** SR 124, locally known as Broadway Street and Riverside Drive

**Project Description:** Hot Mix Asphalt Overlay, Preventive Maintenance from SR 19 to 7.32 miles east of SR 19.

SR 124 from 0.57 mile east of SR 19 (Wallace St.) to 7.32 miles east of SR 19 is experiencing pavement deterioration and drainage concerns necessitating a preventive maintenance overlay. The purpose of this project is to restore rideability and extend the pavement life along this portion of SR 124. The need for the project is demonstrated by the existing pavement deterioration and existing problematic areas experiencing runoff, ponding, or flooding issues as well as locations with existing culvert deterioration. Within the urban area with curb and gutter a secondary need is to maintain curb ramps which meet current American with Disabilities Act (ADA) standards at the following locations: SR 19 & East Franklin Street; SR 124 & SR 19; SR 124 & Wabash Street; SR 124 & Huntington Street; and SR 124 & Sullivan Lane

An HMA mill overlay will be added. In addition to the HMA overlay, drainage improvements along the corridor will consist of three small culvert replacements (COID 19925, COID 19879, COID 19654, and COID 19871) and a new drainage feature including pipe and ditch relocation which will relocate the existing drainage from the south side of SR 124 to the north side of SR 124 near the Mississinewa River. The three small culverts to be replaced are comprised of a 15-foot metal pipe, a 24-foot metal pipe, and an unknown length and material culvert. These drainage improvements will eliminate existing problematic areas experiencing runoff, ponding, or flooding issues as well as locations with existing culvert deterioration. Lastly, existing curb ramps at the following locations will likely be replaced: SR 124 and SR 19; SR 124 and Wabash Street; SR 124 and Huntington Street; and SR 124 and Sullivan Lane.

Project limits begin at the intersection of SR 124 and SR 19. The project extends for 7.32 miles east along SR 124 and 0.01 mile west along SR 124. To project extends to the north of the intersection of SR 124 and SR 19 for approximately 0.02 mile and continues south for approximately 0.09 mile. At the intersection of SR 19 and East Franklin Street, the project extends west for approximately 0.01 mile. The exact location of the right-of-way for this project is undetermined at this time. However, additional right-of-way will only be required at the culvert replacement and drainage improvement locations. The remainder of the project will occur within existing right-of-way. The maintenance of traffic (MOT) for this project will utilize one lane closures and flagging operations to maintain traffic. Intermittent closures may still be necessary to finalize construction.

**Feature crossed (if applicable):** N/A

**City/Township:** Peru/Butler & Wabash Township & Noble Township **County:** Miami & Wabash

**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 State Historic Architectural and Archaeological Research Database (SHAARD); Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM) website; *Miami County Interim Report*; Arc Map GIS; Miami County GIS (accessed via <https://miamiin.elevatemaps.io>); online street-view imagery; MPPA application (including maps and photographs) sent by HNTB, dated January 29<sup>th</sup>, 2021 and on file at INDOT-CRO.



## Minor Projects PA Project Assessment Form

Cupka Head, Kevin and Michael J. Curran

2021 A Phase Ia Archaeological Reconnaissance for Proposed Road Improvements Along State Road 124, from SR 19 To 7.32 Miles East of SR 19, Miami County, Indiana (INDOT Des. No. 1800552). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

**Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):**

B-1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, 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 satisfied (*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 Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (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 two conditions listed below must be satisfied (*EITHER Condition i or 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; *OR*
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):
  - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
  - b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
    1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
    2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based



## Minor Projects PA Project Assessment Form

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on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

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*



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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.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below.      yes       no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below.      yes       no

### Additional Comments:

#### Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 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 Miami and Wabash County. One (1) listed resource is located immediately adjacent to the HMA portion of the project area only:

- NR-0644, Francis Godfroy Cemetery, 1812, listed in 1984 under Criteria A and B

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Miami and Wabash County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Miami County Interim Report* (1998; Washington, Peru, Butler, and Erie Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. An INDOT-CRO historian reviewed the SHAARD online map and checked it against the Interim Report hard-copy maps. Five (5) resources rated higher than "contributing" are located immediately adjacent to the HMA portion of the project area only:

- IHSSI# 103-507-34320, House, 225 E. Riverside St., Colonial Revival, c. 1875/1945, rated "Notable;"
- IHSSI# 103-079-47004, L. Cole Farm, Colonial Revival, c. 1915, rated "Notable;"
- IHSSI# 103-504-45005, Ben Wallace Farm, Italianate, c. 1870, rated "Notable;"
- IHSSI# 103-537-47(001-018), Godfroy-Cole Rural Historic District;
- IHSSI# 103-537-47001, Francis Godfroy Cemetery, c. 1812-Present, rated "Outstanding."

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "notable" might possess the necessary level of significance after further research. Properties rated "outstanding" usually possess the necessary level of significance to be considered National Register- eligible if they retain material integrity.

Because the location of the project is not adjacent to a National Register-listed or eligible resource, a field visit by a Qualified Professional historian is not required. This review is focused on the ADA updates as well as the drainage structure replacements and installation. The remaining project scope is limited to a Category A-4 HMA overlay. The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial and street-view photography, as well as the Miami County GIS website.

The project area is located in a small town as well as a rural setting along SR 124 with adjacent above-ground resources consisting primarily of late-nineteenth century structures. None of these resources appear to possess the significance or



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integrity required to be considered NRHP-eligible. Therefore, Category B-1, Condition B-i is applicable for the proposed work at this intersection.

With regard to CLV-124-052-6.49/COID 19871, this structure was not identified in a review of SHAARD. The structure was reviewed through photographs provided through the INDOT Project Manager and reveals the structure is a 24-inch metal pipe culvert. The structure is not included in BIAS due to the size of the pipe. Photographs confirm the structure does not exhibit any wood, stone, or brick structures or parts therein. Additionally, it does not appear to possess any historical or engineering significance.

With regard to CLV-124-052-4.48/COID 19879, this structure was not identified in a review of SHAARD. The structure was reviewed through photographs provided through the INDOT Project Manager and reveals the structure is a 24-inch metal pipe culvert. The structure is not included in BIAS due to the size of the pipe. Photographs confirm the structure does not exhibit any wood, stone, or brick structures or parts therein. Additionally, it does not appear to possess any historical or engineering significance.

With regard to CLV-124-052-3.15/COID 19925, this structure was not identified in a review of SHAARD. The structure was reviewed through photographs provided through the INDOT Project Manager and reveals the structure is a 15-inch metal pipe culvert. The structure is not included in BIAS due to the size of the pipe. Photographs confirm the structure does not exhibit any wood, stone, or brick structures or parts therein. Additionally, it does not appear to possess any historical or engineering significance.

With regard to CLV-124-052-2.16/COID 19654, this structure was not identified in a review of SHAARD. The structure was reviewed through photographs provided through the INDOT Project Manager and reveals the structure is a 30-inch metal pipe culvert. The structure is not included in BIAS due to the size of the pipe. Photographs confirm the structure does not exhibit any wood, stone, or brick structures or parts therein. Additionally, it does not appear to possess any historical or engineering significance.

With regard to the new drainage structure installation, one (1) structure is noted within 0.25 mile of the project area. A late nineteenth century drive-thru corn crib is located southwest of the proposed structure. The corn crib was part of a previously documented farm (IHSSI# 103-507-40001) with a "Contributing" rating. The structure is the only part of the farm extant. The farmhouse and an English bank barn have been demolished. The corn crib itself lacks the significance to be considered National Register-eligible.

**Based on the available information, as summarized above, no above-ground concerns exist.**

### Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the archaeology report submitted by Cultural Resource Analyst Inc. (CRA), on behalf of HNTB Corporation, April 15, 2021.

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by CRA (Cupka Head & Curran 2021). A review of SHAARD indicated the project area had been previously investigated by multiple studies (Angst 1993; Anuszczyk and Cochran 1984; Beard 1984; Bubb 2020; Laswell 2011). The previously surveyed areas were reinvestigated during the current survey. Prior to initiating the fieldwork, a records review was conducted utilizing data from the Indiana Division of Historic Preservation and Archaeology. In total, 13 previously recorded sites (12Mi38, 12Mi123, 12Mi125, 12Mi126, 12Mi143, 12Mi159, 12Mi170, 12Mi175, 12Mi222, 12Mi223, 12Mi354, 12Mi355, and 12Mi872) are situated within, or in close proximity to, the current survey and hot mix asphalt overlay area and were subject to reinvestigation. A 13.14-acre survey area was examined through the excavation of shovel probes, bucket augers, pedestrian survey, and visual inspection of disturbed areas between December 8, 2020, and March 11, 2021.



## Minor Projects PA Project Assessment Form

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As a result of the current survey, six previously identified sites were relocated (12Mi123, 12Mi143, 12Mi159, 12Mi170, 12Mi175, and 12Mi222), and two new sites were identified (12Mi896 and 12Mi897). No evidence of Sites 12Mi38, 12Mi125, 12Mi126, 12Mi354, or 12Mi355 was encountered within the right-of-way. No additional survey was conducted near Sites 12Mi223 and 12Mi872. Sites 12Mi123, 12Mi170, and 12Mi175 are unidentified prehistoric lithic scatters. Site 12Mi143 is a lithic scatter with an Early Woodland component and a historic artifact scatter with an indeterminate temporal association. Site 12Mi159 is a lithic scatter of indeterminate temporal/cultural affiliation and a historic isolate with an indeterminate temporal association. Site 12Mi897 consists of the structural remains of an outbuilding dating to the twentieth century. Site 12Mi159 and the portions of Sites 12Mi123, 12Mi143, 12Mi170, 12Mi175, and 12Mi897 within the survey area are recommended not eligible for listing in the National Register of Historic Places. No further work is recommended within the survey area for these sites.

The National Register of Historic Places eligibility of Site 12Mi222, a house/trading post associated with Francis Godfroy and a historic Miami occupation, could not be assessed with the data collected during the current investigation. Avoidance of this site is recommended. As long as project disturbances in the vicinity of Site 12Mi222 are limited to the existing pavement, no further work is recommended at this location. Site 12Mi896 is a lithic scatter of indeterminate temporal/cultural affiliation and a historic farmstead with a mid-nineteenth- through twentieth-century component. The National Register of Historic Places eligibility of the site could not be assessed with the data derived from the current investigation. It is recommended that a portion of the site that includes the footprint of a former residence be avoided or subjected to a Phase II National Register of Historic Places assessment. No additional work appears warranted at the remaining areas within the site's recorded boundary.

It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by CRA (Cupka & Curran 2021). Therefore, there are no archaeological concerns. A firm commitment has been placed in order to ensure that archaeological sites are avoided.

**Commitment 1:** A firm commitment must be made to mark sites (12-Mi-222 & 12-Mi-896) on plan maps as "environmentally sensitive-do not disturb". These sites are to be avoided by all construction activities. This project will be flagged for a future quality assurance review to ensure that these commitments are maintained.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery 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):** Patricia Jo Korzeniewski and Clint Kelly

*\*\*\*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.*



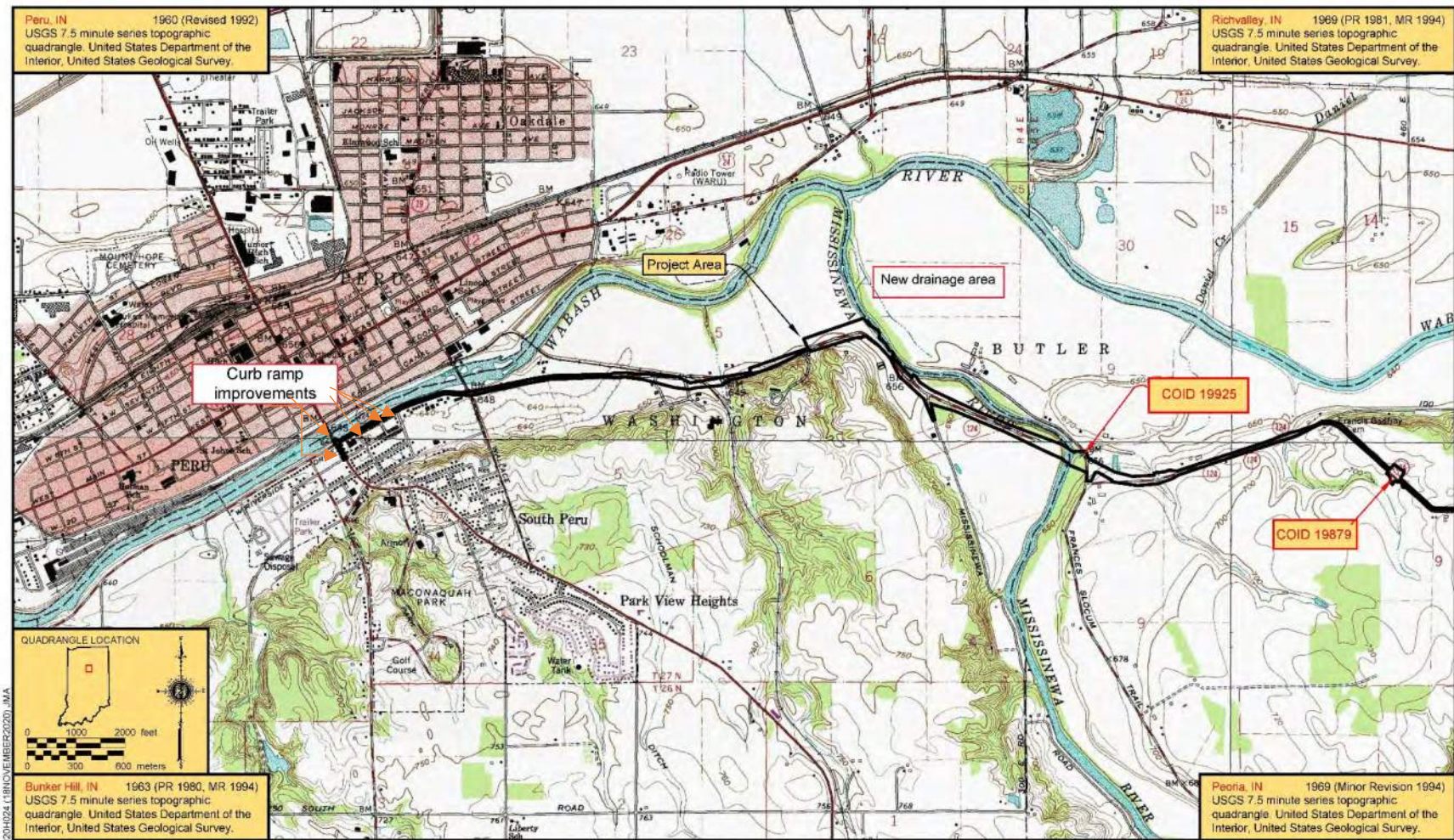


Figure 1a. Topographic map showing the location of the project area, curb ramp improvement locations, new drainage area location, and culvert locations.