

Des 1800182

Appendix C

Early Coordination



Sample Letter

May 6, 2020

Re: Des. No. 1800182, SR 14 Road Project

Dear Environmental Reviewer,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a road project on State Road (SR) 14 between US 35 and SR 17. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number (Des. No. 1800182) and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project is located at SR 14 between US 35 and SR 17, in Monroe, Harrison, and Union Townships, in Pulaski and Fulton Counties, Indiana. This existing section of SR 14 is a two lane, rural, minor arterial with a 55 mph speed limit. The existing roadway is 28 feet wide, with 12 feet wide travel lanes, and 8 feet wide useable shoulders. The existing roadway has extensive light to moderate rutting due to issues within the base and subbase of the roadbed, causing accelerated deterioration. The purpose of this project is to achieve a sufficient pavement that facilitates 15 to 20 years of useful pavement service life.

The Preferred Alternative is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing superelevated curves will be improved to the current design standards. The existing public road approaches shall be milled and paved within the existing right of way in accordance with standards. The existing asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with standards. Along SR 14, several culverts and drainage pipes will be replaced. Work will not occur off the roadway along the bridge, and impacts to the Tippecanoe River will not be impacted. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps will occur. Updates to curb ramps will occur at N Monticello Street/SR 35 and E 13th Street/SR 14, at the northeast corner and southeast corner, and additional at N Riverside Drive and E 13th Street/SR 14, at the northwest corner and southwest corner. Culverts and drainage structures will be replaced where needed due to full depth reclamation. Letting is anticipated to be Fall 2022.

Land use in the vicinity of the project is primarily agricultural, with residential areas at the beginning of the project area, in Winamac, with some sporadically along SR 14. Green 3, LLC. will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. Permit coordination will occur with INDOT Ecology and Waterway Permitting specialists to determine permit requirements.

Please respond with comments, questions, and concerns **within thirty (30) calendar days** from the date of this letter; if no response is received, it will be assumed that your agency feels that there are no adverse effects incurred as a result of this 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 Laney Walstra at Green 3, LLC at laney@green3studio.com or 317-634-4110, or INDOT Project Manager Brandon Downing at bdowning1@indot.in.gov or 219-325-7582. Thank you in advance for your input on this project.

Sincerely,

Laney Walstra
Green 3 LLC

fun. innovative. smart.

Enclosures:
Project Maps
Project Area Photographs



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 30, 2021

Sample Letter

Re: Des. No. 1800182, SR 14 from US 35 to SR 17, Pulaski and Fulton County, Indiana

Dear environmental reviewer,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a road project on State Road (SR) 14 between US 35 and SR 17. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number (Des. No. 1800182) and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project is located at SR 14 between US 35 and SR 17, in Monroe, Harrison, and Union Townships, in Pulaski and Fulton Counties, Indiana. This existing section of SR 14 is a two lane, rural, minor arterial with a 55 mph speed limit. The existing roadway is 28 feet wide, with 12 feet wide travel lanes, and 8 feet wide useable shoulders. The existing roadway has extensive light to moderate rutting due to issues within the base and subbase of the roadbed, causing accelerated deterioration. The purpose of this project is to achieve a sufficient pavement that facilitates 15 to 20 years of useful pavement service life.

The preferred alternative is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing superelevated curves will be improved to the current design standards. The existing public road approaches shall be milled and paved within the existing right of way in accordance with standards. The existing asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with standards. Along SR 14, several culverts and drainage pipes will be replaced. Work will not occur off the roadway along the bridge, and the Tippecanoe River will not be impacted. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps will occur. Updates to curb ramps will occur at N Monticello Street/SR 35 and E 13th Street/SR 14, at the northeast corner and southeast corner, and additional at N Riverside Drive and E 13th Street/SR 14, at the northwest corner and southwest corner. Culverts and drainage structures will be replaced where needed due to full depth reclamation. Letting is anticipated to be Fall 2022.

Land use in the vicinity of the project is primarily agricultural, with residential areas at the beginning of the project area, in Winamac, with some sporadically along SR 14. Kaskakia Engineering Group, LLC will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. Permit coordination will occur with INDOT Ecology and Waterway Permitting specialists to determine permit requirements.

Please respond with comments, questions, and concerns **within thirty (30) calendar days** from the date of this letter; if no response is received, it will be assumed that your agency feels that there are no adverse

effects incurred as a result of this proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at wgaines@sjcainc.com or 317-566-0629, or INDOT Project Manager Brandon Downing at bdowning1@indot.in.gov or 219-325-7582. Thank you in advance for your input on this project.

Sincerely,

Wanda Gaines, CFM

SJCA Inc.

Enclosures:

Mailing List

Project Maps

Project Area Photographs

Project maps and photographs are included in Appendix B-1 to B-23.

SR 14 Road Project
DES 1800182, Pulaski and Fulton County
Early Coordination Letter Sent to the Following Agencies:

Federal Highway Administration
LaPorte District
k.carmanygeorge@dot.gov

Indiana Geological Survey
On-Line Submission
<https://igs.indiana.edu/eAssessment/>

Christie Stanifer
Environmental Coordinator
IDNR, Div. of Fish & Wildlife
environmentalreview@dnr.in.gov

State Conservationist NRCS
Indianapolis Office
Rick Neilson
rick.neilson@in.usda.gov

Chief, Groundwater Section
Indiana Department of Environmental Management
100 N. Senate Avenue Indianapolis, IN 46204
ATurnbow@idem.IN.gov

INDOT
Manager, Public Hearings
rclark@indot.in.gov

US Dept. of HUD
Paul Lehmann
Paul.J.Lehmann@hud.gov

Regional Environmental Coordinator
Midwest Regional Office
Hector_santiago@nps.gov

INDOT District Environmental Manager Stewart
Michels
SMichels@indot.in.gov

Field Supervisor
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
elizabeth_mccloskey@fws.gov

Pulask Co. Floodplain Administrator
buildinginspector@pulaskicounty.in.gov

U.S. Army Corps of Engineers Louisville District
Paul.H.Allerding@usace.army.mil CC:
Charles.A.Uhlarik@usace.army.mil

Chief,Bridge Program Section
Eighth Coast Guard District
1222 Spruce St
St. Louis, Missouri 63103-2832

Fulton County Surveyor
Surveyor@co.fulton.in.us

Pulaski County Surveyor
Jennifer Keller
surveyoroffice@pulaskicounty.in.gov

Winamac Town Manager
Brad Zellers
townmanager@townofwinamac.com

Winamac Water & Street Department
waterstreet@townofwinamac.com

Pulaski County Highway Department
Gary Kruger, Highway Superintendent
countyhighway@pulaskicounty.in.gov

Fulton County Highway
Department
Highway@co.fulton.in.us

Fulton County Drainage Board
Dbsec@co.fulton.in.us

Winamac Nazarene Church
mail@winnaz.org

Church of Heartland -Winamac
pastorhiatt@gmail.com

Pulaski Memorial Hospital
info@pmhnet.com

Winamac/ Pulaski School District
Superintendent - Dara Chezem
dara.chezem@epulaski.k12.in.us
Transportation Coordinator:
tlszymanski@pulaskischools.org

Winamac Municipal Utilities
Jeremy Beckner
waterstreet@townofwinamac.com

INDOT Aviation
JCourtade@indot.in.gov



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

Indiana Department of Transportation
Amber Thomas
315 E Boyd Blvd
La Porte , IN 46350
Date

SJCA Inc.
Wanda Gaines
1104 Prospect St.
Indianapolis , IN 46203

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Preferred Alternative is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing superelevated curves will be improved to the current design standards. The existing public road approaches shall be milled and paved within the existing right of way in accordance with standards. The existing asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with standards. Along SR 14, several culverts and drainage pipes will be replaced. Work will not occur off the roadway along the bridge, and impacts to the Tippecanoe River will not be impacted. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps will occur. Updates to curb ramps will occur at N Monticello Street/SR 35 and E 13th Street/SR 14, at the northeast corner and southeast corner, and additional at N Riverside Drive and E 13th Street/SR 14, at the northwest corner and southwest corner. Culverts and drainage structures will be replaced where needed due to full depth reclamation.

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>) under specific conditions. You also can seek an open burning variance from IDEM.

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

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

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

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

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

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

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

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

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to

comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

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

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

Signature(s) of the Applicant

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

Project Description

The Preferred Alternative is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing superelevated curves will be improved to the current design standards. The existing public road approaches shall be milled and paved within the existing right of way in accordance with standards. The existing asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with standards. Along SR 14, several culverts and drainage pipes will be replaced. Work will not occur off the roadway along the bridge, and impacts to the Tippecanoe River will not be impacted. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps will occur. Updates to curb ramps will occur at N Monticello Street/SR 35 and E 13th Street/SR 14, at the northeast corner and southeast corner, and additional at N Riverside Drive and E 13th Street/SR 14, at the northwest corner and southwest corner. Culverts and drainage structures will be replaced where needed due to full depth reclamation.

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: 7/7/2021

Signature of the INDOT
Project Engineer or Other Responsible Agent Amber Thomas

Amber Thomas

Date: 7/7/21

Signature of the
For Hire Consultant Wanda Gaines

**Wanda
Gaines**
Digitally signed by Wanda Gaines
DN: cn=Wanda Gaines, c=US,
o=SJCA Inc.,
email=wgaines@sjcainc.com
Date: 2021.07.07 13:33:01 -04'00'

Wanda Gaines



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, CHICAGO DISTRICT
231 SOUTH LA SALLE STREET, SUITE 1500
CHICAGO IL 60604

19 May 2020

Planning, Programs, and Project
Management Division, Planning Branch

Laney Walstra
Green 3 LLC
1104 Prospect Street
Indianapolis, Indiana 46203

Regarding: Des. No. 1800182, SR 14 Road Project

Dear Ms. Walstra:

This letter is in response to a request concerning early coordination regarding any potential environmental effects of proposed project Des. No. 1800182, SR 14 Road Project. This project is located at SR 14 between US 35 and SR 17, in Monroe, Harrison, and Union Townships, in Pulaski and Fulton Counties, Indiana.

The U.S. Army Corps of Engineers Chicago District does not have any current or planned civil works projects at this property location. Additionally, we do not anticipate an adverse environmental impact to a resource within our area of expertise. However, we will keep a record of this project for future reference.

Please note that Regulatory responsibilities for this region remain with the Detroit District at this time. Please continue to coordinate with USACE Detroit District Regulatory Office for all Department of the Army permit requirements. The Detroit District POC is Mr. Donald T. Reinke who can be reached via email at donald.t.reinke@usace.army.mil. This review does not eliminate the need for reviews local jurisdictions or state and federal resources agencies. If there are any additional questions please feel free to contact me at 312-846-5580 or at susanne.j.davis@usace.army.mil.

Sincerely,

Susanne J. Davis

Susanne J. Davis, P.E.
Chief, Planning Branch



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

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

May 15, 2020

66-33
Green 3 LLC
Attention: Laney Walstra
1104 Prospect Street
Indianapolis, Indiana 46203

Dear Laney Walstra,

RE: Wellhead Protection Area
Proximity Determination
Des No 1800182
SR 14 Road Project between
US 35 and SR 17
Pulaski and Fulton Counties, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is located within** a Wellhead Protection Area. If the contact information is needed for the WHPA, please contact the reference located at the bottom of the letter for the appropriate information. 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 <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

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

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

Sincerely,

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



Please Reduce, Reuse, Recycle

Organization and Project Information

Project ID:
Des. ID: 1800182
Project Title: SR 14 Road Project
Name of Organization: Green 3, LLC.
Requested by: Laney Walstra

Environmental Assessment Report

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

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

DISCLAIMER:

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

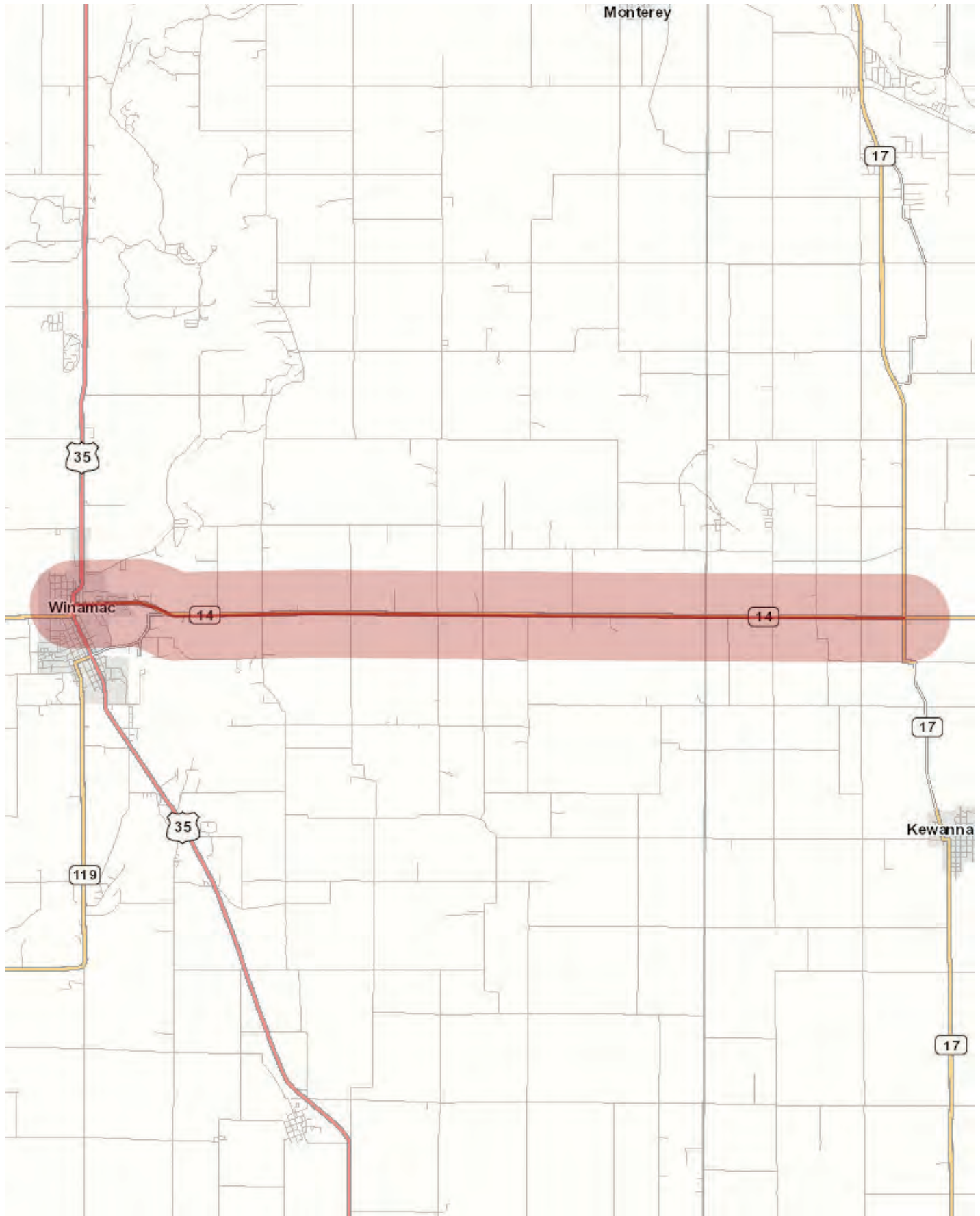
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 20, 2020



Metadata:

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



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

May 26, 2020

Mr. Laney Walstra
Green 3, LLC
1104 Prospect Street
Indianapolis, Indiana 46203

Project No.: Des. 1800182
Project: SR 14 Rehabilitation
Location: Pulaski and Fulton Counties

Dear Mr. Walstra:

This responds to your letter dated May 6, 2020, requesting our comments on the aforementioned project.

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

The proposed project consists of the rehabilitation of SR 14 between US 35 in Winamac and SR 17 in rural Fulton County. The pavement will be milled and reclaimed and several culverts and drainage pipes will be replaced. No work is planned for the bridge over Tippecanoe River.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*), clubshell mussel (*Pleurobema clava*), northern riffleshell (*Epioblasma torulosa rangiana*), rayed bean mussel (*Villosa fabalis*), and sheepsnose mussel (*Plethobasus cyphus*), and the threatened northern long-eared bat (*Myotis septentrionalis*), rabbitsfoot mussel (*Quadrula cylindrica cylindrica*), and eastern massasauga rattlesnake (*Sistrurus catenatus*). In addition, there is designated Critical Habitat for the rabbitsfoot in the Tippecanoe River up to the SR 14 bridge crossing. The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process. There is no known habitat for the eastern massasauga within the proposed project area.

The mussel species are present in the Tippecanoe River in the Winamac area, with living rabbitsfoot and rayed bean known at the SR 14 bridge; living sheepsnose are also known a short distance up- and downstream of the bridge and clubshell and northern riffleshell are known further downstream. Because of these species, and the Critical Habitat, it is imperative that no pollutants of any kind reach the river due to this project. This includes spilling of petroleum products from the machinery being used. Spill containment materials must be kept at hand in case of an accidental spill of any material into either the water or the soil. With these pollution control practices in place, we concur that the proposed project is not likely to adversely affect these endangered or threatened mussel species and will not result in the destruction or adverse modification of the Critical Habitat for the rabbitsfoot mussel.

This precludes the need for further consultation on this project for the Eastern massasauga rattlesnake, clubshell mussel, northern riffleshell mussel, rabbitsfoot mussel, rayed bean mussel, and sheepsnose mussel as required under Section 7 of the Endangered Species Act of 1973, as amended. 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.

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

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email May 26, 2020; no hard copy to follow.

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

Des. #: 1900102

Project #:

Project Description: SR14 ROAD PROJECT

Name of organization requesting early coordination: Green 3, LLC

Questionnaire for the U.S. Coast Guard

1) Will the proposed project cross waterways under your jurisdiction?

no

2) Will the proposed project require a USCG bridge permit action?

no

3) If no USCG bridge permit is required, will USCG require bridge lighting or coordination for work in waterway during project to accommodate navigation?

no

This information was furnished by:

Name: Eric HANOUAN Title: DE BRIDGE SUPV, PERSON LIVER

Address: 1322 SPRING ST, SILVY

Phone: 314 269 2328 Date: 5/15/2020

June 1, 2020

Laney Walstra
Green 3
1104 Prospect Street
Indianapolis, Indiana 46203

Dear Ms. Walstra:

The proposed project to address the deteriorating condition of the roadway along State Road 14 between US 35 and State Road 17 in Pulaski and Fulton Counties, Indiana, (Des No 1800182) as referred to in your letter received May 6, 2020, will not be able to be determined at this time due to a lack of site specific information. Please resubmit when specific/potential impacts are determined.

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

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2020.06.03
08:17:28 -04'00'

RICK NEILSON
State Soil Scientist



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

DNR #: ER-22524

Request Received: May 6, 2020

Requestor: Green 3 LLC
Laney Walstra
1104 Prospect Street
Indianapolis, IN 46203

Project: SR 14 HMA overlay, roadway improvements, and replacement of several culverts and drainage pipes, between US 35 in Winamac and SR 17; Des #1800182

County/Site info: Pulaski - Fulton

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 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 the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The species below have been documented in the Tippecanoe River within 1/2 mile of the western portion of the project area.

A) FISH: Gilt Darter (*Percina evides*); state endangered

B) MUSSELS:

1. Sheepnose (*Plethobasus cyphus*); federal & state endangered
2. Clubshell (*Pleurobema clava*); federal & state endangered
3. Rayed Bean (*Villosa fabalis*); federal & state endangered
4. Rabbitsfoot (*Theliderma cylindrica*); federally threatened & state endangered
5. Round Hickorynut (*Obovaria subrotunda*); state endangered
6. Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern
7. Kidneyshell (*Ptychobranchus fasciolaris*); state special concern
8. Purple Lilliput (*Toxolasma lividum*); state special concern

Fish & Wildlife Comments: As long as standard erosion control procedures are implemented along the roadway near the Tippecanoe River, we do not foresee any impacts to the fish or mussel species above as a result of this project.

The information submitted indicates that several culverts and pipes will be replaced; however, it is unclear if tree removal will be required. We recommend a mitigation plan be developed (and submitted with any 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

Attachments: A - Bridge Exemption Criteria

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

under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 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.

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not 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.
4. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
5. 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.
6. 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.
7. Do not excavate or place fill in any riparian wetland.

Contact Staff:

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

Christie L. Stanifer

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

Date: June 5, 2020

Wanda Gaines, CFM

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Tuesday, July 6, 2021 7:58 AM
To: Wanda Gaines, CFM
Subject: RE: Early Coordination Packet for Des No. 1800182, SR 14 Road Project

Wanda –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 135 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Winamac-Arens Field Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

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

Please let me know if you have any questions!

Best,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: Wanda Gaines, CFM <wgaines@sjcainc.com>
Sent: Tuesday, June 29, 2021 2:56 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination Packet for Des No. 1800182, SR 14 Road Project

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

Greetings,

I am sending you the early coordination packet for Des No. 1800182, SR 14 Road Project, in Pulaski and Fulton County, IN. This project was noted to be within 3.8 miles of a public use airport. We request a response from your office within 30 days. Please let me know if you have any questions or issues with the attachment.

Best,

July 29, 2021

Wanda Gaines
SJCA
9201 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

Dear Ms. Gaines:

The proposed project to proceed with road improvements along State Road 14 from US 35 to State Road 17 in Pulaski and Fulton Counties, Indiana, (Des No 1800182) as referred to in your letters received July 1, 2021, will cause a conversion of prime farmland.

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

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

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2021.07.29
15:48:58 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 7/1/21			
Name of Project DES1800182_SR14 (Pulaski Part)		Federal Agency Involved Federal Highway Administration			
Proposed Land Use Right-of-Way		County and State Pulaski County, Indiana			
PART II (To be completed by NRCS)		Date Request Received By NRCS 7/1/2021		Person Completing Form: JRA	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 267233 % 96		Average Farm Size 424 ac	
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 7/29/2021	
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0.62			
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		0.98			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		0.98			
B. Total Acres Statewide Important or Local Important Farmland		0.17			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		30			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		85			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	15		
2. Perimeter In Non-urban Use		(10)	7		
3. Percent Of Site Being Farmed		(20)	15		
4. Protection Provided By State and Local Government		(20)	0		
5. Distance From Urban Built-up Area		(15)	0		
6. Distance To Urban Support Services		(15)	0		
7. Size Of Present Farm Unit Compared To Average		(10)	7		
8. Creation Of Non-farmable Farmland		(10)	0		
9. Availability Of Farm Support Services		(5)	1		
10. On-Farm Investments		(20)	5		
11. Effects Of Conversion On Farm Support Services		(10)	0		
12. Compatibility With Existing Agricultural Use		(10)	0		
TOTAL SITE ASSESSMENT POINTS		160	50	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	85	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	50	0	0
TOTAL POINTS (Total of above 2 lines)		260	135	0	0
Site Selected: Site A		Date Of Selection August 2, 2021		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: Because of the significant rutting, SR 14 has been experiencing accelerated deterioration, which will continue if the issue is not addressed. Severe transverse cracking can be found within this section of SR 14. The thermal cracking present is spaced closely, indicating it is toward the end of its service life.					
Name of Federal agency representative completing this form: Wanda Gaines				Date: 8/2/21	

(See Instructions on reverse side)

Form AD-1006 (03-02)

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request July 1, 2021			
Name of Project DES1800182_SR14 (Fulton Part)		Federal Agency Involved Federal Highway Administration			
Proposed Land Use Right-of-Way		County and State Fulton County, Indiana			
PART II (To be completed by NRCS)		Date Request Received By NRCS 7/1/2021		Person Completing Form: JRA	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 223948 % 94		Average Farm Size 338 ac	
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 7/29/2021	
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0.17			
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		0.50			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		0.50			
B. Total Acres Statewide Important or Local Important Farmland		0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		13			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		99			
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	15		
2. Perimeter In Non-urban Use		(10)	10		
3. Percent Of Site Being Farmed		(20)	10		
4. Protection Provided By State and Local Government		(20)	0		
5. Distance From Urban Built-up Area		(15)	0		
6. Distance To Urban Support Services		(15)	0		
7. Size Of Present Farm Unit Compared To Average		(10)	3		
8. Creation Of Non-farmable Farmland		(10)	0		
9. Availability Of Farm Support Services		(5)	1		
10. On-Farm Investments		(20)	5		
11. Effects Of Conversion On Farm Support Services		(10)	0		
12. Compatibility With Existing Agricultural Use		(10)	0		
TOTAL SITE ASSESSMENT POINTS		160	44	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	99	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	44	0	0
TOTAL POINTS (Total of above 2 lines)		260	143	0	0
Site Selected: Site A		Date Of Selection August 2, 2021		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: Because of the significant rutting, SR 14 has been experiencing accelerated deterioration, which will continue if the issue is not addressed. Severe transverse cracking can be found within this section of SR 14. The thermal cracking present is spaced closely, indicating it is toward the end of its service life.					
Name of Federal agency representative completing this form: Wanda Gaines				Date: August 2, 2021	

(See Instructions on reverse side)

Form AD-1006 (03-02)



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:

August 06, 2021

Consultation Code: 03E12000-2021-SLI-1252

Event Code: 03E12000-2021-E-08419

Project Name: Des No. 1800182, SR 14 Road Rehabilitation Project

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

To Whom It May Concern:

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

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

Project Summary

Consultation Code: 03E12000-2021-SLI-1252
Event Code: 03E12000-2021-E-08419
Project Name: Des No. 1800182, SR 14 Road Rehabilitation Project
Project Type: TRANSPORTATION
Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a road reconstruction project along State Road (SR) 14 in the town of Winamac, in Pulaski and Fulton County, Indiana. The proposed project will begin at the intersection of SR 35 and SR 14 and will extend east to the intersection of SR 17 and SR 14, for a total length of approximately 9.5 miles.

The proposed undertaking is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing public road approaches, existing asphalt private drives, commercial drives, field entrances, and mailbox approaches shall be milled and paved within the existing right of way in accordance with standards. Along SR 14, one 48” culvert (CV-014-066-49.61) and one 54” culvert (CV-014-066-51.26) will be replaced. 25 additional small drainage structures will also be replaced. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps in the northwest and southwest quadrants of the SR 14 and North Riverside Drive intersection will occur. One bridge over the Tippecanoe River is located within the project area and is a paving exception. Another paving exception will occur at the structure (CV 014-05-49.00) carrying Thompson Ditch under SR 14. No work will occur in either of these waterways.

A total of 4.710 acres of permanent and 0.010 acre of temporary right-of-way will be required for this project. The western portion of the project alignment is urban as SR 14 is located within the town of Winamac. As SR 14 exits Winamac and heads east toward SR 17, the properties surrounding the project alignment are mostly agricultural fields with little tree coverage. Suitable summer habitat is located adjacent to the project. Approximately 0.243 acre of tree removal is required for this project. Tree removal will occur during the bat inactive season. No permanent lighting is planned; however, temporary lighting may be used during construction.

A review of the USFWS database by INDOT Laporte District staff on March 9, 2021 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The culvert and drainage pipes were

inspected by SJCA Inc. staff on April 22, 2021 and no signs of bats were observed. Letting is anticipated for fall 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.056262950000004,-86.58662883439564,14z>



Counties: Fulton and Pulaski counties, Indiana

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

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

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) <i>Sistrurus catenatus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Clams

NAME	STATUS
<p>Clubshell <i>Pleurobema clava</i></p> <p>Population: Wherever found; Except where listed as Experimental Populations No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3789</p>	Endangered
<p>Northern Riffleshell <i>Epioblasma torulosa rangiana</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/527</p>	Endangered
<p>Rabbitsfoot <i>Quadrula cylindrica cylindrica</i></p> <p>There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5165</p>	Threatened
<p>Rayed Bean <i>Villosa fabalis</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5862</p>	Endangered
<p>Round Hickorynut <i>Obovaria subrotunda</i></p> <p>There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/9879</p>	Proposed Threatened
<p>Sheepnose Mussel <i>Plethobasus cyphus</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903</p>	Endangered

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
<p>Rabbitsfoot <i>Quadrula cylindrica cylindrica</i> https://ecos.fws.gov/ecp/species/5165#crithab</p>	Final



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:

May 25, 2021

Consultation code: 03E12000-2021-I-1252

Event Code: 03E12000-2021-E-06239

Project Name: Des No. 1800182, SR 14 Road Rehabilitation Project

Subject: Concurrence verification letter for the 'Des No. 1800182, SR 14 Road Rehabilitation Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des No. 1800182, SR 14 Road Rehabilitation Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

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

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

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

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

- Clubshell *Pleurobema clava* Endangered
- Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* Threatened
- Northern Riffleshell *Epioblasma torulosa rangiana* Endangered
- Rabbitsfoot *Quadrula cylindrica cylindrica* Threatened
- Rayed Bean *Villosa fabalis* Endangered
- Round Hickorynut *Obovaria subrotunda* Proposed Threatened
- Sheepnose Mussel *Plethobasus cyphus* Endangered

Project Description

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

Name

Des No. 1800182, SR 14 Road Rehabilitation Project

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a road reconstruction project along State Road (SR) 14 in the town of Winamac, in Pulaski and Fulton County, Indiana. The proposed project will begin at the intersection of SR 35 and SR 14 and will extend east to the intersection of SR 17 and SR 14, for a total length of approximately 9.5 miles.

The proposed undertaking is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing public road approaches, existing asphalt private drives, commercial drives, field entrances, and mailbox approaches shall be milled and paved within the existing right of way in accordance with standards. Along SR 14, one 48" culvert (CV-014-066-49.61) and one 54" culvert (CV-014-066-51.26) will be replaced. 25 additional small drainage structures will also be replaced. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps in the northwest and southwest quadrants of the SR 14 and North Riverside Drive intersection will occur. One bridge over the Tippecanoe River is located within the project area and is a paving exception. Another paving exception will occur at the structure (CV 014-05-49.00) carrying Thompson Ditch under SR 14. No work will occur in either of these waterways.

A total of 4.710 acres of permanent and 0.010 acre of temporary right-of-way will be required for this project. The western portion of the project alignment is urban as SR 14 is located within the town of Winamac. As SR 14 exits Winamac and heads east toward SR 17, the properties surrounding the project alignment are mostly agricultural fields with little tree coverage. Suitable summer habitat is located adjacent to the project. Approximately 0.243 acre of tree removal is required for this project. Tree removal will occur during the bat inactive season. No permanent lighting is planned; however, temporary lighting may be used during construction.

A review of the USFWS database by INDOT Laporte District staff on March 9, 2021 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The culvert and drainage pipes were inspected by SJCA Inc. staff on April 22, 2021 and no signs of bats were observed. Letting is anticipated for fall 2022.

Determination Key Result

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

Qualification Interview

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

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

Yes

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

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

Yes

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

No

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

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

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

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

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

No

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

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

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

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

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

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

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

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

Yes

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

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

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

Yes

SUBMITTED DOCUMENTS

- *Bat Inspection Forms for IPaC_fixed.pdf* <https://ecos.fws.gov/ipac/project/RN6UPG4IBVD6FPFYRPSEK6XVYQ/projectDocuments/101913272>

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

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

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

No

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?

Yes

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

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

Yes

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

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

Yes

36. 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

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

No

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

Automatically answered

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

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

Automatically answered

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

40. 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.

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

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the 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.

42. 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

43. **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

44. **Tree Removal AMM 1**

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

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

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

Yes

45. **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

46. **Tree Removal AMM 4**

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

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

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

Yes

47. **Lighting AMM 1**

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

Yes

Project Questionnaire

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

No

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

Yes

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

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

0.243

4. Please describe the proposed bridge work:

Along SR 14, one 48” culvert (CV-014-066-49.61) and one 54” culvert (CV-014-066-51.26) will be replaced. 25 additional small drainage structures will also be replaced.

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

Fall 2022

6. Please enter the date of the bridge assessment:

April 22, 2021

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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

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

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

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

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

General Information		
Date of Inspection: 4/22/21 Time of Inspection: 10:28am	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 40 F Wind: 9 mph NW Precip: 0 Sunrise: 6:56 am Sunset: 8:34 pm
County: Pulaski	Inspected by: WJW	
GPS Northing: 41.05369 Easting: -86.5505 UTM Zone: 16	Contract Number: B-41443 Des No. 1800182	Anticipated Start Date for Construction: 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 14	Station: 252+78
Bridge/Culvert number: 102/CLV-014-066-50.00	Number of Spans:
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):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

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

Prj. 1800182 Structure Replacements

Proposed Str. Number	Existing Str. Number	CLV #	Bats (Y/N)	Latitude	Longitude	Size	Material	Feature Crossed	Station
100 ✓	4	CLV-014-066-49.46		41.0556255086102	-86.560394595968	15"	CMP	SR 14	225+52
101 ✓	5	CLV-014-066-49.61		41.0557676655231	-86.5577434007654	12"	CPP	SR 14	232+79
102 ✓	6	CLV-014-066-50.00		41.0556917670218	-86.5505021091247	48"	CMP	SR 14	252+78
102A ✓	-			41.055646	-86.550417	15"	CMP	Private Dr.	253+00
102B ✓	-			41.055826	-86.550403	24"	RCP	Field	253+10
103 ✓	7	CLV-014-066-50.11		41.0557978817897	-86.548461283934	12"	CMP	SR 14	258+42
104 ✓	8	CLV-014-066-50.29 LT		41.0557911760828	-86.5449388739871	12"	PVC	CR 300 E	268+27 LT
105 ✓	9	CLV-014-066-50.29 RT		41.0556692194068	-86.5448160791531	12"	PVC	CR 300 E	268+27 RT
106 ✓	10	CLV-014-066-50.33		41.0556535452179	-86.544193387752	18"	CMP	SR 14	270+16
107 ✓	11	CLV-014-066-50.55		41.0557849728168	-86.5324314017725	12"	CMP	SR 14	282+26
108 ✓	12	CLV-014-066-50.93		41.0557849728168	-86.5324314017725	15"	CMP	SR 14	302+65
109 ✓	13	CLV-014-066-51.07		41.0557989285372	-86.5296606806779	18"	CMP	SR 14	310+26
110 ✓	14	CLV-014-066-51.26		41.0556018143462	-86.5260872406143	54"	CMP	SR 14	319+36
110A ✓	-			41.055672	-86.526166	12"	CMP	SR 14	319+93
110B ✓	-			41.055739	-86.526007	12"	CMP	CR 400 E	320+61
110C ✓	-			41.055668	-86.525898	12"	CMP	SR 14	320+61
111A ✓	14A	CLV-014-066-52.60		41.055375	-86.500866	12"	CPP	SR 14	389+67
111B ✓	-	CLV-014-066-52.81		41.055384	-86.496903	12"	CMP	SR 14	400+59
111C ✓	-	CLV-014-066-52.82		41.055452	-86.496571	12"	CMP	CR 550 E	401+51 LT
112 ✓	15	CLV-014-066-53.52		41.055396805023	-86.4832179400846	18"	CMP	SR 14	438+31
113 ✓	16	CLV-014-025-54.97		41.0553029675301	-86.455820913304	8"	CPP	SR 14	513+93
114 ✓	17	CLV-014-025-55.40		41.0553069903729	-86.4468765032564	18"	CMP	SR 14	539+75
115 ✓	18	CLV-014-025-55.41		41.0553213653282	-86.4467597433785	18"	CMP	SR 14	540+15
116 ✓	19	CLV-014-025-55.47		41.0551676004731	-86.445281112566	15"	PVC	SR 14	542+98
117 ✓	20	CLV-014-025-55.56		41.0552320269677	-86.4432723502156	15"	CMP	CR 1050 W	548+41 LT
118 ✓	21	CLV-014-025-55.70		41.0551205346288	-86.4403837991788	15"	CMP	SR 14	556+48
119 ✓	22	CLV-014-025-56.24		41.0550037741815	-86.429783796118	12"	CMP	SR 14	585+39

Des 1800182

Appendix D

Section 106 of the NHPA

Subject: FW: SR 14 Road Improvement Project in Fulton County, INDOT Des. No. 1800182 Archaeology Approved
Date: Tuesday, September 7, 2021 at 4:53:12 PM Eastern Daylight Time
From: Vale, Lisa
To: Erin Mulryan, Wanda Gaines, CFM
CC: Higgins, Adam
Attachments: image001.jpg, We sent you safe versions of your files.eml, SR14_Des1800182_Minor Project PA Determination Form_A-5_A-6_A-9_B-1_B-3_B-9_2021-9-2.pdf

Good afternoon,

Looks like this went to Karen only but please use the attached MPPA form for the CE document. CRA sent along the report to the DHPA earlier today.

Thanks,
Lisa

Lisa Vale
Environmental Scientist
LOCHNER
286 W. Johnson Road, Suite D
La Porte, IN 46350
C 219.393.8841

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From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Thursday, September 2, 2021 2:39 PM
To: Andrew Martin <amartin@crai-ky.com>; Thomas, Amber <AThomas2@indot.IN.gov>; Vale, Lisa <lvale@hwlochner.com>; Karen Wood <kwood@sjcainc.com>; 'Lisa Kelley' <ljkelly@crai-ky.com>
Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Subject: RE: SR 14 Road Improvement Project in Fulton County, INDOT Des. No. 1800182 Archaeology Approved

[EXTERNAL EMAIL] This email originated outside of Lochner. ****NEVER CLICK or OPEN**** unexpected links or attachments. ****NEVER**** provide User ID or Password. If this email seems suspicious, forward the email to spam @ hwlochner.com for inspection.

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Good afternoon,

Thank you for submitting the revised archaeological report for our review. The revised report is acceptable, and we have determined that this project falls under Categories A-5, A-6, A-9, B-1, B-3 & 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.

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 INSCOPE (please ensure that the uploaded file follows the INSCOPE 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.

From: Miller, Shaun (INDOT) <smiller@indot.IN.gov>

Sent: Monday, August 16, 2021 5:50 PM

To: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Andrew Martin <amartin@crai-ky.com>; Thomas, Amber <AThomas2@indot.IN.gov>; Vale, Lisa <lvale@hwlochner.com>; Karen Wood <kwood@sjcainc.com>; 'Lisa Kelley' <ljkkelley@crai-ky.com>

Subject: FW: SR 14 Road Improvement Project in Fulton County, INDOT Des. No. 1800182 Archaeology On-call Notice to Proceed

Patty Jo,

Please review the attached archaeology report and complete your portion of the MPPA B-1, B-3, and B-9 form by September 15.

The form has been started and is in PW here: [Minor Project PA Determination Form_B-1_B-3_B-9_1800182.doc](#)

Thank you,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)416-0876

From: Andrew Martin <amartin@crai-ky.com>

Sent: Friday, August 13, 2021 4:11 PM

To: Miller, Shaun (INDOT) <smiller@indot.IN.gov>

Cc: Kumar, Anuradha <akumar@indot.IN.gov>; Thomas, Amber <AThomas2@indot.IN.gov>; Higgins, Adam <ahiggins@hwlochner.com>; 'Vale, Lisa' <lvale@hwlochner.com>; Karen Wood <kwood@sjcainc.com>; 'Lisa Kelley' <ljkkelley@crai-ky.com>

Subject: RE: SR 14 Road Improvement Project in Fulton County, INDOT Des. No. 1800182 Archaeology On-call Notice to Proceed

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

Minor Projects PA Project Assessment Form

Date: 9/2/2021

Project Designation Number: 1800182

Route Number: State Road (SR) 14 (locally known as E. 13th Street)

Project Description: Hot mix asphalt (HMA) Overlay and Small Structure Replacements

Des. No. 1800182 is located along SR 14, originating at the north junction of US 35/N. Monticello Street and SR 14 and continuing eastward until its terminus at the SR 14 and SR 17 intersection. The project route is partially located in Pulaski and Fulton counties. The existing roadway is 28 feet wide through the project limits, with 12-foot travel lanes, 2-foot paved shoulders, and 8-foot useable shoulders. While the project includes the SR 14 Bridge over the Tippecanoe River (Bridge No. 014-66-3459B/NBI No. 3730), a paving exception is in place for the bridge. The structure is not part of project activities for Des. No. 1800182.

The purpose of this project is to achieve a sufficient pavement structure to address base and sub-base concerns, providing a stable roadbed and to facilitate 15-20 years of useful pavement service life. The need of this project is to address the extensive light-to-moderate rutting, due mainly to the higher-than-normal truck traffic. The rutting is a result of issues within the base and/or sub-base of the roadbed. As the roadway stands, this examined section has been experiencing accelerated deterioration, which will continue if the roadbed issues are not addressed. There is a moderate amount of severe transverse cracking in this full depth HMA section. The thermal cracking present is spaced closely, indicating it is toward the end of its service life.

The preferred alternative is milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with four (4) inches of HMA from the north Junction of US 35 to 3,500 feet east of the Tippecanoe River. From 3,500 feet east of the Tippecanoe River to SR 17, full-depth-reclamation (FDR) of the existing pavement will occur after the removal of the top four 4 inches of existing pavement, and then paving of four (4) inches of HMA on top of the FDR. The existing superelevated curves will be improved to the current design standards.

The existing public road approaches, asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with the current design standards. The project involves replacing two (2) small structures located along the project alignment. Both small structure locations require removal/replacement of existing catch basins and drive culverts (Structures #110A and #110B on list, below).

The project involves 19 small culvert replacements located along the project alignment. Small structures and small culverts require placement of riprap and grading and removal/replacement of existing catch basins. Ground-disturbing work is not anticipated to extend outside of the edge of pavement with the exception of the small structure and small culvert replacement locations and curb ramp replacements. In addition, existing street signs will be replaced, replacement of guardrail, and updates to the curb ramps to comply with current Americans with Disabilities Act (ADA) standards will occur.

ADA curb ramps updates will occur at the following locations in the Town of Winamac: 1) NW and SW corners of the intersection of North Riverside Drive and SR 14/E. 13th Street.

The project also involves the following 19 small culvert replacements located along the project alignment. Small structures and small culverts require placement of riprap and grading and removing and replacing existing catch basins. Ground disturbing work is not anticipated to extend outside of the edge of pavement with the exception of the small structure and small culvert replacement locations and curb-ramp replacements.

Minor Projects PA Project Assessment Form

- 1. Str. #100, CLV-014-066-49.46**, 46 ft., 15 in. corrugated metal pipe (CMP) would be replaced with a 48 ft. by 30 in. by 19 in. smooth elliptical pipe (SCEP) with end sections and 4 in. sump and revetment riprap added at end;
- 2. Str. #101, CLV-014-066-49.61** 44 ft., 12 in. corrugated plastic pipe (CPP) would be replaced with a 44 ft. by 21 in. smooth circular pipe (SCP) with end sections with 3 in. sump Class 1 riprap will be added to end;
- 3. Str. #102, Leidendecker Ditch, CLV-014-066-50.00** 59 ft, 48 in. CMP would be replaced with a 66 ft., 66 in. pipe in diameter with end sections and 12 in. sump with end sections.(since work will occur on Str. 102, these below accompanying pipes at this location will also be included): a.) **Str. 102A** – existing 44 ft. long pipe would be replaced with a 44 ft. long, 24 in. in diameter pipe; b.) **Str. 102B**– existing 15 ft. long pipe would be replaced with a 15 ft. long, 24 in. in diameter pipe and manhole structure;
- 4. Str. #103, CLV-014-066-50.11** 46 ft., 12 in. CMP would be replaced with a 48 ft., 15 in. pipe in diameter SCP or CCP and revetment riprap;
- 5. Str. #104, CLV-014-066-50.29 LT** 51 ft., 12 in. PVC pipe would be replaced with a 51 ft.,15 in. pipe in diameter SCP or CPP with end sections and revetment riprap;
- 6. Str. #105, CLV-014-066-50.29 RT** 53 ft., 12 in. PVC pipe would be replaced with a 53 ft. long, 15 in. pipe in diameter SCP or CCP with end sections and revetment riprap;
- 7. Str. #106, CLV-014-066-50.33** 46 ft, 18 in. CMP would be replaced with either a 47 ft.,18 in. pipe in diameter SCP with end sections and revetment riprap will be placed at end;
- 8. Str. #107, CLV-014-066-50.55** 42 ft., 12 in. CMP would be replaced with a 49 ft., 15 in. pipe in diameter SCP with 2 in. sump with two pipe end sections and revetment riprap;
- 9. Str. #108, CLV-014-066-50.93** 42 ft., 15 in. CMP would be replaced with a 48 ft., 15 in. pipe in diameter SCP with end sections and 1 in. sump and revetment riprap added;
- 10. Str. #109, CLV-014-066-51.07** 45 ft., 18 in. CMP would be replaced with a 46 ft., 18 in. pipe in diameter SCP with end sections or a CCP with end sections. Both would have revetment riprap added;
- 11. Str. #110, CLV-014-066-51.24** 124 ft., 54 in. CMP skewed 20 degrees and drains Breckenridge Ditch would be replaced with a 124 ft., 54 in. pipe in diameter SCP skewed 20 degrees with a 6 in. sump and revetment riprap at end. Since work will occur on Str. 110, the following pipes at this location will also be included: **A.) Str. 110A** – existing catch basin and pipe to be removed and replaced with a 92 ft., 15 in. in diameter pipe; **B.) Str. 110B** – existing catch basin and pipe to be removed and replaced with a 66 ft., 15 in. in diameter pipe; **C.) Str. 110C** – existing pipe to be removed and replaced with a 58 ft., 15 in. in diameter pipe;
- 12. Str. #111A, CLV-014-066-52.60** 54 ft.,2 in. CPP would be replaced with a 52 ft., 18 in. pipe in diameter SCP with end sections and revetment riprap at end. Since work will occur on Str. 111A, the following pipes at this location will also be included: **A.) Str. #111B, CLV-014-066-52.81** 49 ft., 12 in. CMP would be replaced with a 49 ft., 18 in. pipe in diameter SCP with end sections with 1 in. sump and revetment riprap; **B.) Str. #111C, CLV-014-066-52.82** 44 ft., 12 in. CMP would be replaced with a 44 ft., 15 in. pipe in diameter SCP with end sections and revetment riprap;
- 13. Str. #112, CLV-014-066-53.52** 45 ft., 18 in. CMP would be replaced with a 47 ft. long, 18 in. pipe in diameter SCP with end sections and revetment riprap;
- 14. Str. #114, CLV-014-025-55.40** 60 ft., 18 in. CMP would be replaced with a 63 ft. long, 18 in. pipe in diameter SCP or CCP with end sections and revetment riprap;

Minor Projects PA Project Assessment Form

15. Str. #115, CLV-014-025-55.41 60 ft., 18 in. CMP would be replaced with a 65 ft., 18 in. pipe in diameter SCP or CCP with end sections and 4 in. sump and revetment riprap.

16. Str. #116, CLV-014-025-55.47 42 ft., 15 in. PVC would be replaced with a 43 ft., 34 in. by 22 in. SCEP with end sections, 3 in. pump, and class 1 riprap;

17. Str. #117, CLV-014-025-55.56 47 ft., 15 in. CMP would be replaced with a 47 ft., 15 in. pipe in diameter SCP or CCP with end sections and revetment riprap;

18. Str. #118, CLV-014-025-55.70 41 ft., 15 in. CMP would be replaced with a 44 ft., 18-in. pipe in diameter SCP with end sections and 2 in. sump and revetment riprap;

19. Str. #119, CLV-014-025-56.24 54 ft., 12 in. CMP would be replaced with a 54 ft., 18-in. pipe in diameter SCP with end sections and revetment riprap.

Feature Crossed (if applicable):

County/Township: Monroe and Harrison townships (Pulaski County); Union Township (Fulton County)

City: Winamac (Pulaski County)

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Interim Report
 Written description of project area General project area photos Soil survey data
 Previously completed historic property reports Previously completed archaeology reports
 Bridge Inspection Information SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); Bridge Inspection Application System (BIAS); 2010 INDOT-sponsored *Historic Bridge Inventory* (HBI); Fulton and Pulaski county property records/GIS information, accessed here: <https://fultonin.wthgis.com>; [*****pulaskiin.wthgis.com](https://pulaskiin.wthgis.com); Project information submitted by SJCA, Inc on June 8, 2021 and on file with INDOT-CRO.

Martin, Andrew V. and Lisa J. Kelley

2021 A Phase Ia Archaeological Survey for the HMA Overlay and Structure Replacements along SR 14 from the North Junction of US 35 and SR 17 In Fulton and Pulaski Counties, Indiana (INDOT Des. No. 1800182). Repot 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):

- A-5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
- A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
- A-9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

Minor Projects PA Project Assessment Form

- 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 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.

Minor Projects PA Project Assessment Form

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]**:

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

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

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

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Fulton and Pulaski counties. No listed resources in either county were recorded along the proposed project route.

The *Fulton County Interim Report* (1987; Union Township) and *Pulaski County Interim Report* (2008; Harrison & Monroe townships; Winamac Scattered Sites (WSS)) of the Indiana Historic Sites and Structures Inventory (IHSSI) were also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM).

Fulton County:

The following IHSSI-surveyed Fulton County resource was recorded along the proposed project route: **1) #049-313-15008** (Farm; 1100 County Road (CR) West; includes c.-1915 house and barn; rated 'contributing'). No other surveyed IHSSI-surveyed Fulton County resources were recorded along the proposed project route.

Pulaski County:

The following Winamac Scattered Sites were recorded along the proposed route: **1) 131-684-33025** (House; 619 M. Monticello Street (US 35); rated 'contributing'); **2) 131-684-33026** (624 N. Monticello Street (US 35); rated 'contributing'); **3) 131-684-33027** (625 N. Monticello Street/US 35; rated 'contributing'); **4) 131-684-33019** (628

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N. Riverside Drive; NE corner N. Riverside Drive and E. 13th Street; rated 'contributing'). No other surveyed WSS resources were recorded along the proposed project route.

ADA curb-ramp updates will occur at the northwest (NW) and southwest (SW) corners of the intersection of North Riverside Drive and SR 14 E./13th Street in the Town of Winamac. These locations are not within an IHSSI-surveyed historic district. With regard to these proposed curb-ramp-replacement locations, a review of available online street-view imagery and aerial photography shows that sidewalks and curbs at the proposed locations are modern concrete. No above-ground concerns are present at these locations.

The following surveyed Monroe Township resources were recorded along the project route: **1) 131-684-30018** (House; 2394 E. SR 14; rated 'contributing'); **2) 131-684-30019** (Reed Cemetery; 1481 E. SR 14; rated 'contributing'); **3) 131-684-30021** (1358 E. Oak Drive South; rated 'contributing'); **4) 131-684-30022** (1280 E. Oak Drive South; rated 'contributing'); **5) 131-684-30023** (House; 1250 E. Oak Drive South; rated 'contributing'); **6) 131-684-30024** (House; 1230 E. Oak Drive South; rated 'contributing'); **7) 131-684-30026** (Roland Smeltzer House; 31 S. Oak Drive West; rated 'contributing'). No further IHSSI-surveyed Monroe Township resources were recorded along the proposed project route.

The following surveyed Harrison Township resources were recorded along the proposed project route: **1) 131-684-35008** (House; 2598 SR 14; rated 'contributing'); **2) 131-313-35010** (Krohn House; 4549 E. SR 14; rated 'contributing'; **Note:** This resource has been demolished); **3) 131-313-35011** (House; 5722 SR 14; rated 'contributing'; **Note:** This resource has been demolished). No further surveyed Harrison Township resources were recorded along the proposed project route.

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. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

As noted in previous paragraphs, while the project route includes the SR 14 bridge over the Tippecanoe River (Bridge No. 014-66-3459B/NBI No. 3730), a paving exception is in place for the bridge. The structure is not part of project activities for Des. No. 1800182.

Small Structures/Culverts:

As noted in previous paragraphs, Des. No. 1800182 involves 19 small culvert replacements located along the project alignment. Small structures and small culverts require placement of riprap and grading and removing and replacing existing catch basins. Ground-disturbing work is not anticipated to extend outside of the edge of pavement with the exception of the small structure and small culvert replacement locations and curb ramp replacements. Review of the 19 small culvert replacements is as follows:

- 1. Str. #100, CLV-014-066-49.46:** 46 ft., 15 in. corrugated metal pipe (CMP) would be replaced with a 48 ft., 30 in. by 19 in. smooth elliptical pipe (SCEP) with end sections and 4-in. sump and revetment riprap added at end. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 2. Str. #101, CLV-014-066-49.61:** 44 ft. long, 12 in. corrugated plastic pipe (CPP) would be replaced with a 44 ft. long of a 21 in. in diameter smooth circular pipe (SCP) with end sections with 3 in. sump Class 1 riprap will be added to end. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;

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- 3. Str. #102, Leidendecker Ditch, CLV-014-066-50.00:** 59 ft., 48 in. CMP would be replaced with a 66 ft., 66 in. pipe in diameter with end sections and 12 in. sump with end sections. Since work will occur on Str. 102, the following accompanying pipes at this location will also be included: a.) **Str. 102A** – Existing 44 ft. pipe would be replaced with a 44 ft., 24 in. in diameter pipe; b.) **Str. 102B**– Existing 15 ft. pipe would be replaced with a 15 ft., 24 in. in diameter pipe and manhole structure. According to BIAS records, CV 014-066-50.00 is a CMP with no known date of construction. BIAS photos and those provided by SJCA, Inc. show no wood, brick or stone parts therein. Ancillary Structures A and B are not in BIAS due to insufficient pipe diameter. Photos provided by SJCA, Inc. show no wood, brick or stone. Photos provided by SJCA, Inc. due to insufficient pipe diameter, no BIAS report;
- 4. Str. #103, CLV-014-066-50.11:** 46 ft., 12 in. CMP would be replaced with a 48 ft., 15 in. pipe in diameter SCP or CCP and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 5. Str. #104, CLV-014-066-50.29 LT:** 51 ft., 12 in. PVC pipe would be replaced with a 51 ft., 15 in. pipe in diameter SCP or CPP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 6. Str. #105, CLV-014-066-50.29 RT:** 53 ft., 12 in. PVC pipe would be replaced with a 53 ft., 15 in. pipe in diameter SCP or CCP with end sections and revetment riprap; Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 7. Str. #106, CLV-014-066-50.33:** 46 ft., 18 in. CMP would be replaced with either a 47 ft., 18 in. pipe in diameter SCP with end sections and revetment riprap will be placed at end. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 8. Str. #107, CLV-014-066-50.55:** 42 ft., 12 in. CMP would be replaced with a 49 ft., 15 in. pipe in diameter SCP with 2 in. sump with two pipe end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 9. Str. #108, CLV-014-066-50.93:** 42 ft., 15 in. CMP would be replaced with a 48 ft., 15 in. pipe in diameter SCP with end sections and 1 in. sump and revetment riprap added. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 10. Str. #109, CLV-014-066-51.07:** 45 ft., 18 in. CMP would be replaced with a 46 ft., 18 in. pipe in diameter SCP with end sections or a CCP with end sections. Both would have revetment riprap added; Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;
- 11. Str. #110, CLV-014-066-51.24:** 124 ft., 54 in. CMP skewed 20 degrees and drains Breckenridge Ditch would be replaced with a 124 ft., 54 in. pipe in diameter SCP skewed 20 degrees with a 6 in. sump and revetment riprap at end. Since work will occur on Str. 110, the following pipes at this location will also be included: **A.) Str. 110A** – Existing catch basin and pipe to be removed and replaced with a 92 ft., 15 in. in diameter pipe; **B.) Str. 110B** – Existing catch basin and pipe to be removed and replaced with a 66 ft., 15 in. in diameter pipe; **C.) Str. 110C** – existing pipe to be removed and replaced with a 58 ft., 15 in. in diameter pipe. According to BIAS records, CV 014-066-51.24 is a c.-1978 CMP. BIAS photos and those provided by SJCA, Inc. show no wood, brick or stone parts therein. Ancillary Structures A, B, and C are not in BIAS due to insufficient pipe diameter. Photos provided by SJCA, Inc. show no wood, brick or stone;
- 12. Str. #111A, CLV-014-066-52.60:** 54 ft., 12 in. CPP would be replaced with a 52 ft., 18 in. pipe in diameter SCP with end sections and revetment riprap at end. The following pipes at this location will also be included: **A.) Str. #111B, CLV-014-066-52.81** 49 ft., 12 in. CMP would be replaced with a 49 ft. long, 18 in. pipe in diameter SCP with end sections with 1 in. sump and revetment riprap; **B.) Str. #111C, CLV-014-066-52.82** 44 ft., 12 in.

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CMP would be replaced with a 44 ft., 15 in. pipe in diameter SCP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;

13. Str. #112, CLV-014-066-53.52: 45 ft., 18 in. CMP would be replaced with a 47 ft., 18 in. pipe in diameter SCP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;

14. Str. #114, CLV-014-025-55.40: 60 ft., 18 in. CMP would be replaced with a 63 ft., 18 in. pipe in diameter SCP or CCP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report;

15. Str. #115, CLV-014-025-55.41: 60 ft., 18 in. CMP would be replaced with a 65 ft., 18 in. pipe in diameter SCP or CCP with end sections and 4 in. sump and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report

16. Str. #116, CLV-014-025-55.47: 42 ft., 15 in. PVC would be replaced with a 43 ft., 34 in. by 22 in. SCEP with end sections, 3-in. pump, and class 1 riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report

17. Str. #117, CLV-014-025-55.56: 47 ft., 15 in. CMP would be replaced with a 47 ft., 15 in. pipe in diameter SCP or CCP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report

18. Str. #118, CLV-014-025-55.70: 41 ft., 15 in. CMP would be replaced with a 44 ft., 18 in. pipe in diameter SCP with end sections and 2 in. sump and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report

19. Str. #119, CLV-014-025-56.24: 54 ft., 12 in. CMP would be replaced with a 54 ft., 18 in. pipe in diameter SCP with end sections and revetment riprap. Photos provided by SJCA, Inc. show no wood, brick or stone. Due to insufficient pipe diameter, no BIAS report.

Based on examination of structure photos and descriptions provided by SJCA, Inc--on file at INDOT-CRO--the above-listed structures exhibit no wood, stone, or brick structures or parts therein. In addition, there is no evidence to suggest that the structures possess historical or engineering significance. No unusual features are present that may be impacted by the project.

Land-use in the project area varies from small-town urban to agricultural; topography is flat, with scattered commercial buildings, residences, a church, hospital, and farms/farm residences present. Based on a review of the SR 14 project route via available online street-view imagery and aerial photography, these properties ranged from the mid-to late-twentieth/early twenty-first centuries. None appeared to possess the material integrity or cultural significance necessary to be considered eligible to the National Register.

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 (CRA) on behalf of INDOT September 2, 2021.

Minor Projects PA Project Assessment Form

An archaeological records check and Phase Ia reconnaissance survey of the survey area were conducted by CRA (Martin & Kelley 2021). A records review of SHAARD and SHAARD GIS indicated that a small portion of the survey area had been previously investigated (Szmuto et al. 2018). Two previously recorded archaeological sites (12Fu109 and 12Fu110) have been documented within or adjacent to the project boundaries. Both of these sites are outside of the existing right-of-way, and only one of these (12Fu110) is located near any proposed project-related ground disturbance. Both sites contained either one or two pieces of bottle glass and were recommended not eligible for the National Register of Historic Places. Because these sites have been recently recorded and determined to be not eligible for the National Register of Historic Places, no further work was conducted at them for the current project. The survey that recorded these sites in 2018 covers approximately 70 linear meters outside of the existing project right-of-way on the south and north sides of SR 14 in the survey area near a proposed structure replacement.

A 6.8 acre survey area was examined through the excavation of shovel probes, pedestrian survey of agricultural fields, and visual inspection of areas of disturbance. The current reconnaissance resulted in the documentation of one previously unrecorded archaeological site (12P10087). Site 12P10087 is an isolated find of a likely Archaic biface that is recommended ineligible for inclusion in the National Register of Historic Places, and no further work is recommended. Because no archaeological sites listed in, or eligible for, the National Register of Historic Places are within or near the proposed transportation project, archaeological clearance is recommended. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by CRA (Martin & Kelley 2021). Therefore, there are no archaeological concerns.

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): Susan Branigin and Patricia Jo Korzeniewski

****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.*

Des 1800182
Appendix E
Red Flag Investigation



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: March 25, 2020

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

From: Laney Walstra
LaPorte District
1104 Prospect St.
Indianapolis, Indiana
laney@green3studio.com

Re: RED FLAG INVESTIGATION
DES 1800182, State Project
Road Project
SR 14 From US 35 to SR 17
Pulaski and Fulton County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) intends to proceed with a road project on SR 14 from US 35 to SR 17. The project includes milling of the existing mainline and shoulder asphalt 4 inches in depth and paving with 4 inches of HMA from the North Junction of US 35 to the Tippecanoe River. From the Tippecanoe River to SR 17, full depth reclamation of the existing pavement will occur, with paving of 4 inches of HMA. The existing superelevated curves will be improved to the current design standards. The existing public road approaches shall be milled and paved within the existing right of way in accordance with standards. The existing asphalt private drives, commercial drives, field entrances, and mailbox approaches will be milled and paved in accordance with standards. In addition, existing street signs will be replaced, potential guardrail adjustments, and updates to the ADA curb ramps will occur. Updates to curb ramps will occur at N Monticello Street/SR 35 and E 13th Street/SR 14, at the northeast corner and southeast corner, and additionally at N Riverside Drive and E 13th Street/SR 14, at the northwest corner and southwest corner. CV 014-066-50.00 will be replaced. This RFI will only cover the culvert replacement; however, the project includes the full HMA overlay portion. Complete project boundaries can be found on Site Location map.

Bridge and/or Culvert Project: Yes No Structure # CV 014-066-50.00

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

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

Type of excavation: Excavation will occur for road improvements and culvert replacement and maintenance, with a maximum depth of 5 ft.

Maintenance of traffic: Full closure is expected. Detour route to be determined at a later date.

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

State Project: LPA:

Any other factors influencing recommendations:

Plans have not been finalized at this time. Excavation, MOT, and proposed ROW are potential to change.

A culvert (014-066-49.00) and bridge (014-66-3459B) are within the project area; however, are excluded from this project.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports ¹	N/A	Pipelines	N/A
Cemeteries	N/A	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

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

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	5
Canal Structures – Historic	N/A	Lakes	1
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	4	Sinking-Stream Basins	N/A

Explanation:

Rivers and Streams: Four (4) river and stream segments are located within the 0.5 mile search radius. Leidendecker Ditch runs through the project area. A Waters of the US Report will be prepared, and coordination with INDOT Ecology and Waterway Permitting will occur.

NWI-Wetlands: Five (5) NWI-wetlands are located within the 0.5 mile search radius. The nearest mapped wetland is located 0.15 mile southeast of the project area. No impact is expected.

Lakes: One (1) lake is located within the 0.5 mile search radius. The nearest mapped lake is located 0.15 mile southeast of the project area. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY

Urbanized Area Boundary (UAB): This project is not mapped within an UAB.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

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

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	N/A
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

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

In addition, a review of the three intersections for ADA curb ramp work was evaluated and no hazardous material concern sites were located in the vicinity of the curb ramps. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Two culverts, and one bridge, are within the project area. Bridge 014-66-3459B and CV 014-066-49.00 will be excluded from this project; however, culvert CV 014-066-50.00 will be replaced as part of this project. The July 09, 2019 inspection report for CV 014-066-50.00 states that no evidence of bats was seen or hear in the culvert. The range-wide programmatic consultation for the Indiana bat and Northern long-eared bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

INFRASTRUCTURE: N/A

WATER RESOURCES:

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

- One (1) stream, Leidendecker Ditch, runs through the project area.

URBANIZED AREA BOUNDARY: N/A

MINING AND MINERAL: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT Environmental Services concurrence:

Nicole
Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2020.03.25
18:19:10 -04'00' (Signature)

Prepared by:
Laney Walstra
Ecologist
Green 3, LLC

Graphics:

SITE LOCATION: YES

INFRASTRUCTURE: N/A

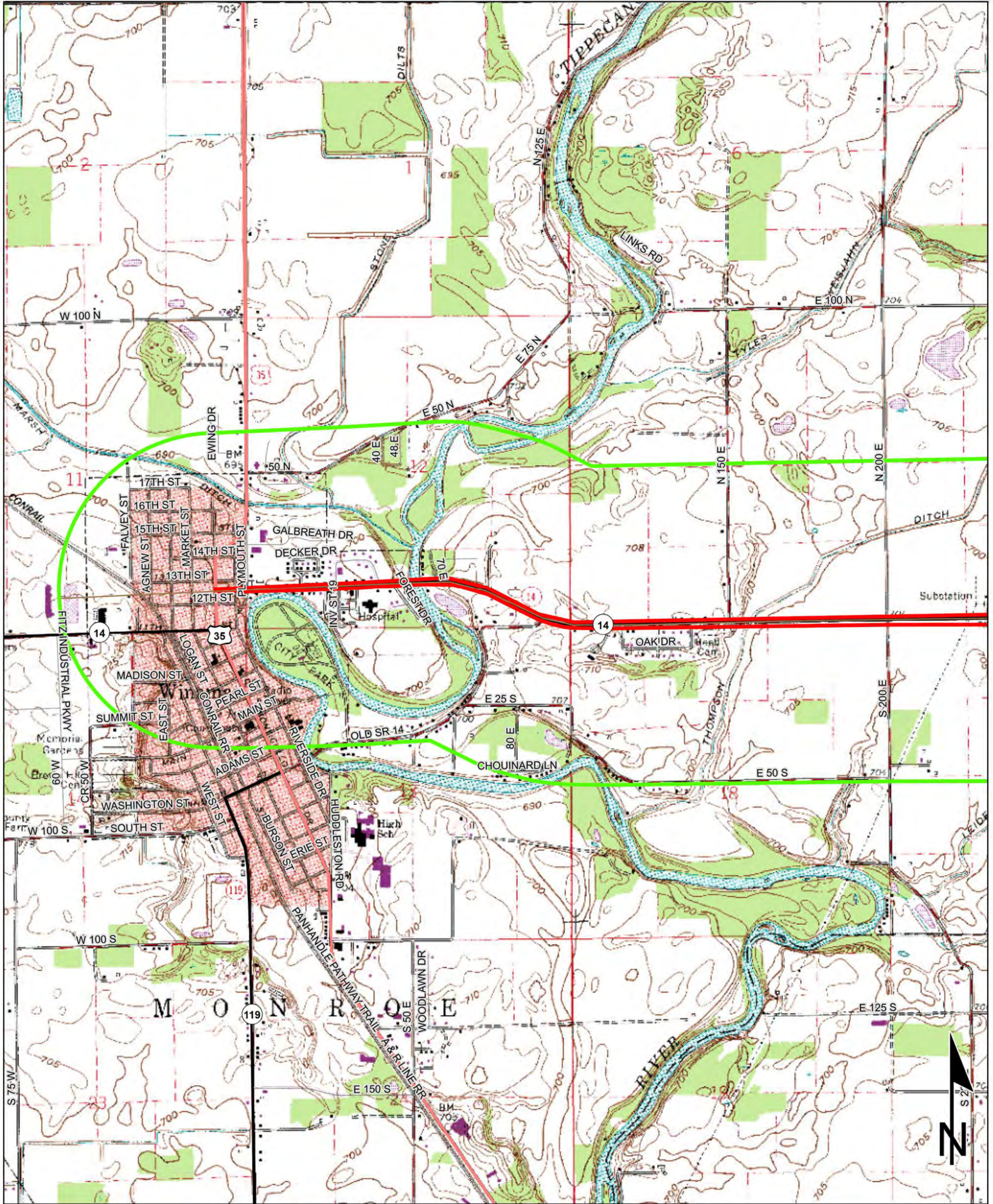
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

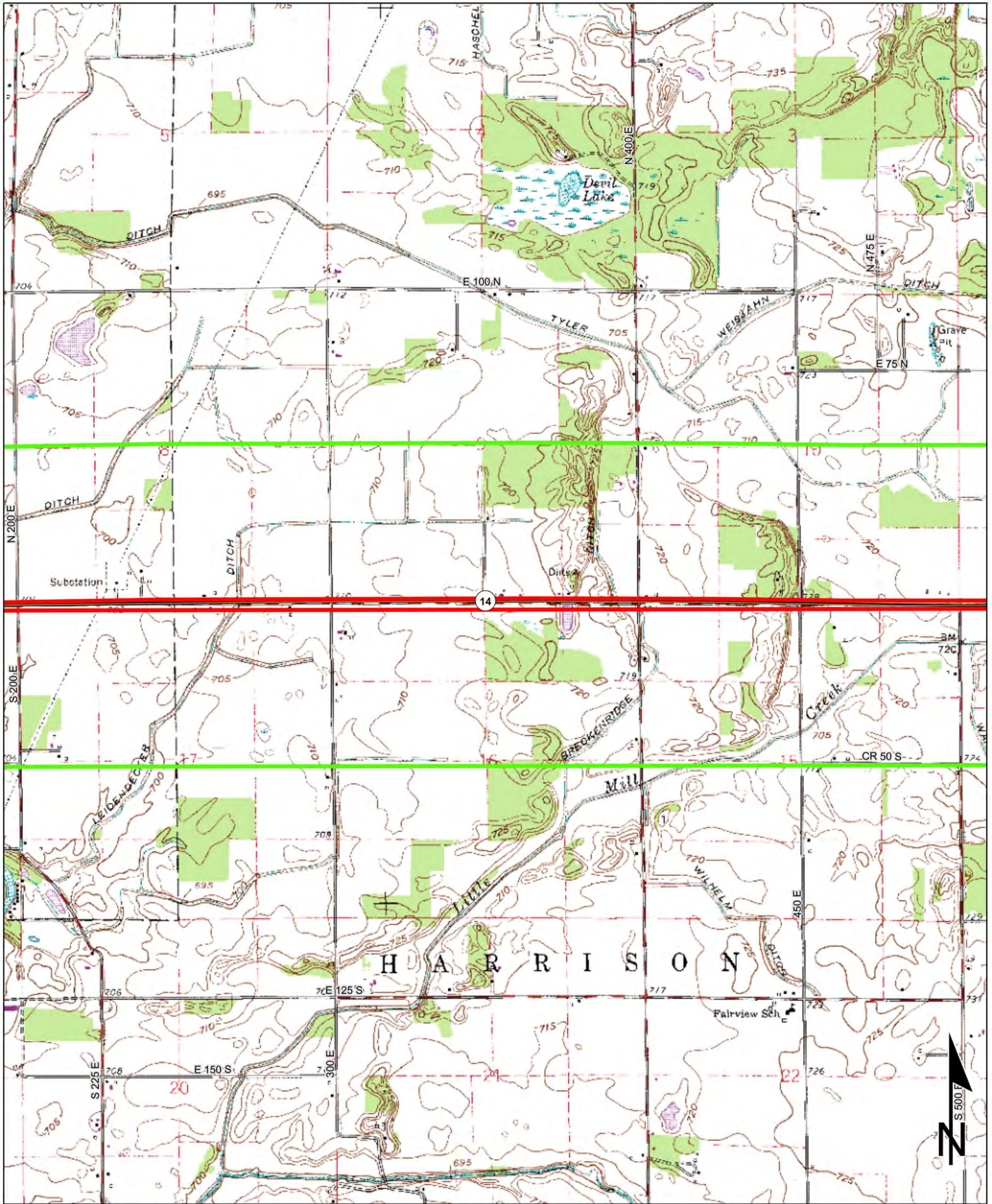
Red Flag Investigation - Site Location Page 1 of 4
 SR 14 From US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton County, Indiana



Sources: 0.35 0.17 0 0.35 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

WINAMAC AND KEWANNA
 QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES

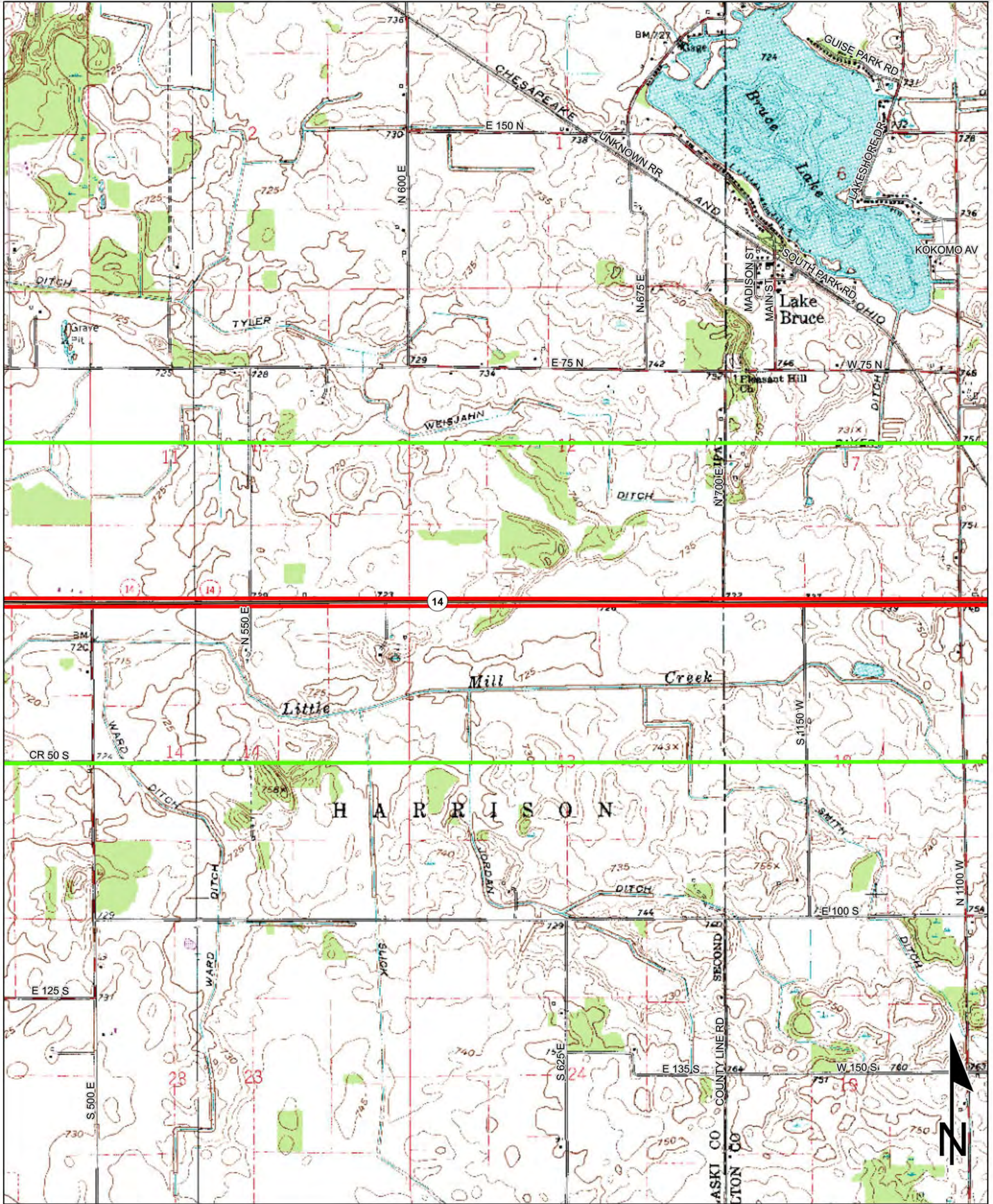
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 SR 14 From US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton County, Indiana



Sources: 0.35 0.17 0 0.35 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
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WINAMAC AND KEWANNA
 QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES

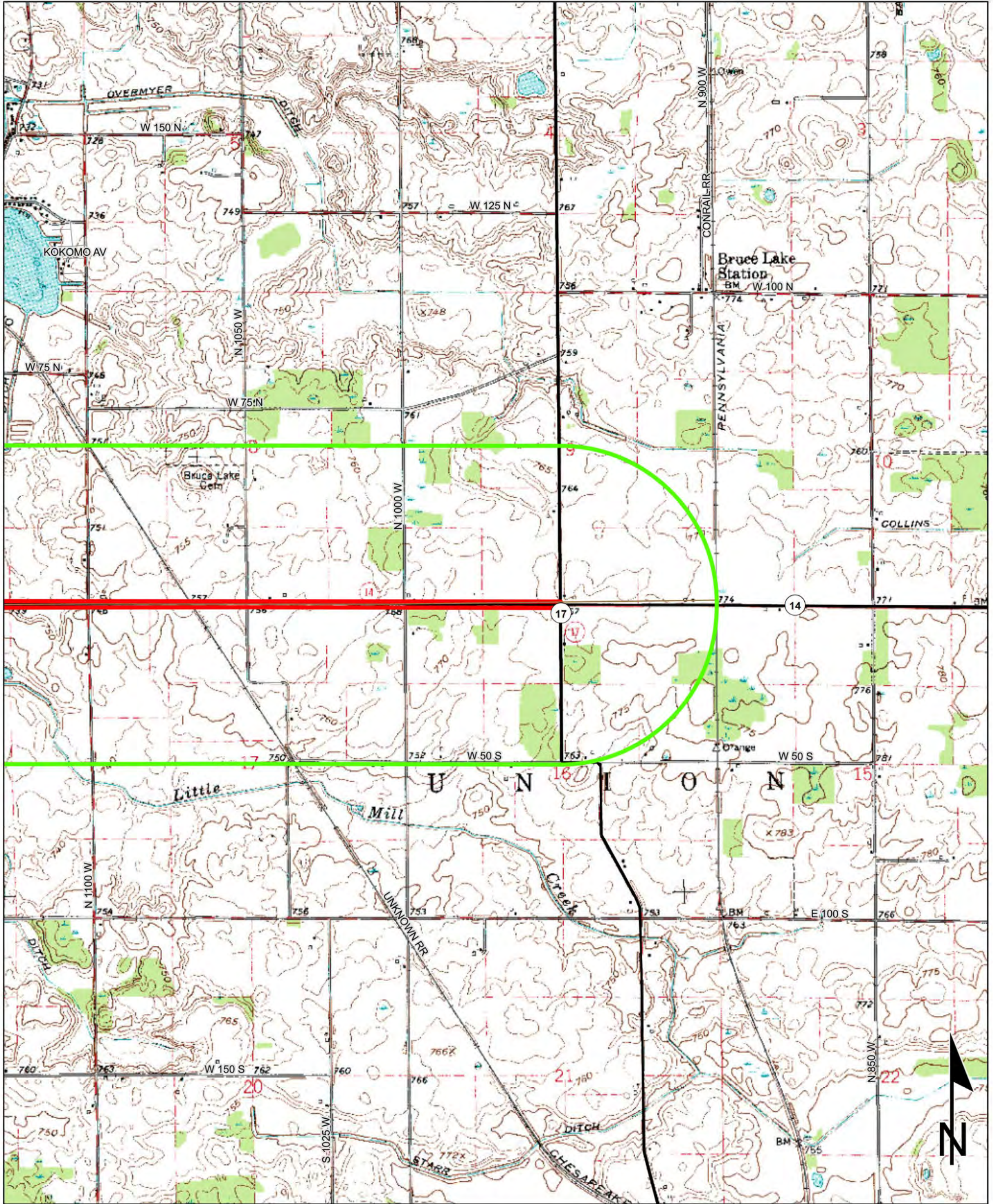
Red Flag Investigation - Site Location Page 3 of 4
 SR 14 From US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton County, Indiana



Sources: 0.35 0.17 0 0.35 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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WINAMAC AND KEWANNA
 QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES

Red Flag Investigation - Site Location Page 4 of 4
 SR 14 From US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton County, Indiana



Sources: 0.35 0.17 0 0.35 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
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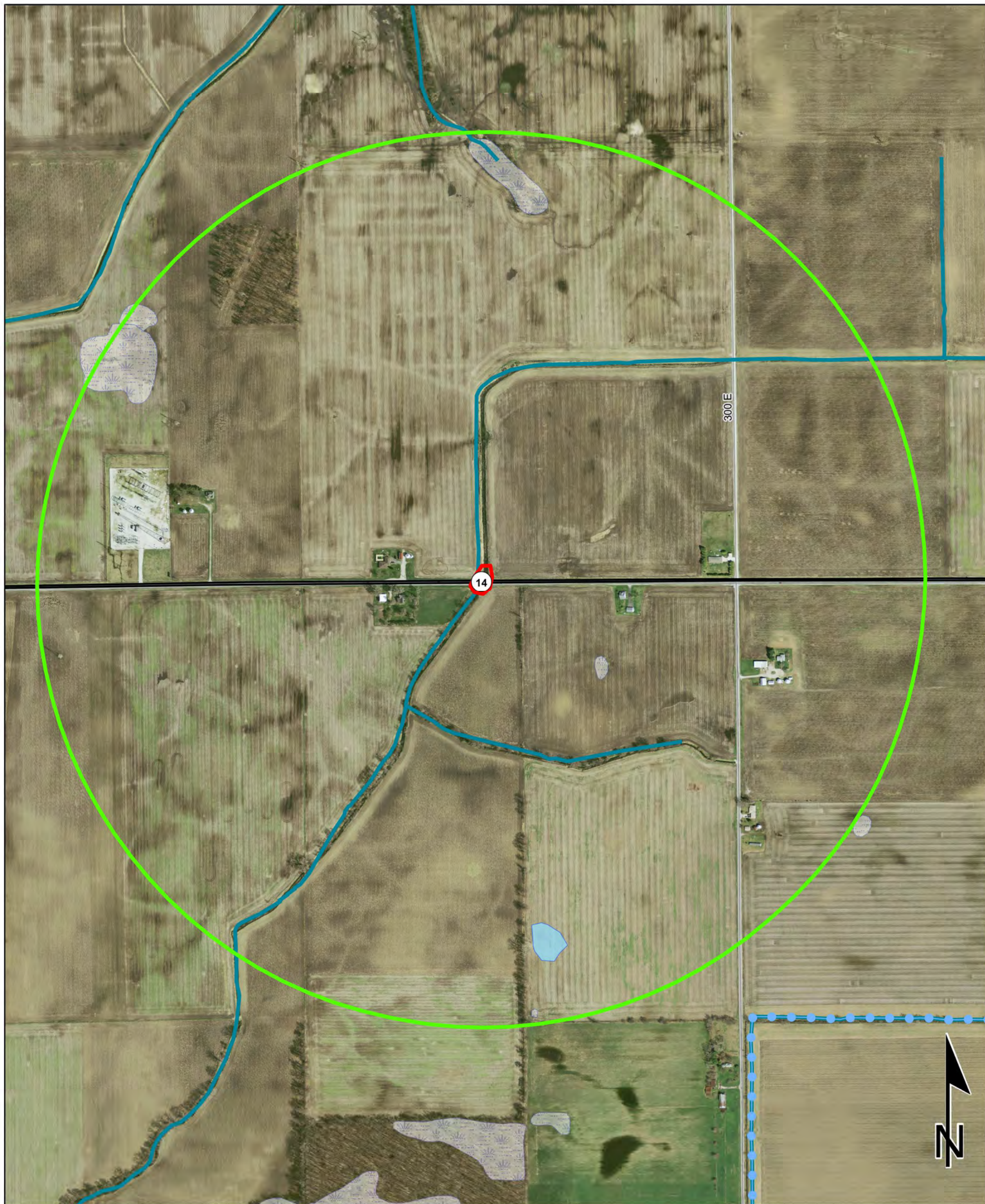
WINAMAC AND KEWANNA
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 INDIANA
 7.5 MINUTE SERIES

Red Flag Investigation - Water Resources

SR 14 From US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton County, Indiana



Sources: 0.1 0.05 0 0.1 Miles

Non Orthophotography

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Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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Indiana County Endangered, Threatened and Rare Species List

County: **Fulton**

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Fusconaia subrotunda	Longsolid	C	SX	G3	SX
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Lampsilis ovata	Pocketbook			G5	S2
Ligumia recta	Black Sandshell			G4G5	S2
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Plethobasus cyphus	Sheepnose	LE	SE	G3	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Pleurobema plenum	Rough Pigtoe	LE	SE	G1	S1
Pleurobema rubrum	Pyramid Pigtoe		SX	G2G3	SX
Ptychobranchus fasciolaris	Kidncyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Simpsonaias ambigua	Salamander Mussel	C	SSC	G3	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa fabalis	Rayed Bean	LE	SE	G2	S1
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Odonata (Dragonflies & Damselflies)					
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Fish					
Coregonus artedi	Cisco		SSC	G5	S2
Etheostoma maculatum	Spotted Darter		SSC	G2G3	S2S3
Ichthyomyzon bdellium	Ohio Lamprey			G3G4	S2
Ichthyomyzon fossor	Northern Brook Lamprey		SE	G4	S1
Percina evides	Gilt Darter		SE	G4	S1
Amphibian					
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
Bird					
Botaurus lentiginosus	American Bittern		SE	G5	S2B
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Gallinula galeata	Common gallinule		SE	G5	S3B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Pandion haliaetus	Osprey		SSC	G5	S1B

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
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Indiana County Endangered, Threatened and Rare Species List

County: **Fulton**

Species Name	Common Name	FED	STATE	GRANK	SRANK
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Sterna forsteri	Forster's Tern			G5	SHB
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Condylura cristata	Star-nosed Mole		SSC	G5	S2?
Myotis sodalis	Indiana Bat	LE	SE	G2	S1
Spermophilus franklinii	Franklin's Ground Squirrel		SE	G5	S2
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Bidens beckii	Beck Water-marigold		SE	G5	S1
Carex atlantica ssp. capillacea	Howe Sedge		SE	G5T5?	S1
Carex bebbii	Bebb's Sedge		SR	G5	S3
Carex cephaloidea	Thinleaf Sedge		ST	G5	S2
Carex pseudocyperus	Cyperus-like Sedge		SE	G5	S1
Cirsium hillii	Hill's Thistle		SE	G3	S1
Crataegus succulenta var. succulenta	Fleshy Hawthorn		SR	G5T5	S3
Cypripedium candidum	Small White Lady's-slipper		SR	G4	S3
Dichanthelium boreale	Northern Witchgrass		SR	G5	S3
Eriophorum viridicarinatum	Green-keeled Cotton-grass		SR	G5	S2
Geranium bicknellii	Bicknell Northern Crane's-bill		SE	G5	S1
Lathyrus venosus	Smooth Veiny Pea		SE	G5	S1
Stenanthium gramineum	Eastern Featherbells		ST	G4G5	S1
Valeriana edulis var. ciliata	Hairy Valerian		SE	G5T3	S1
High Quality Natural Community					
Forest - upland mesic Northern Lakes	Northern Lakes Mesic Upland Forest		SG	GNR	S1
Savanna - sand dry	Dry Sand Savanna		SG	G2?	S2
Savanna - sand dry-mesic	Dry-mesic Sand Savanna		SG	G2?	S2S3
Wetland - fen	Fen		SG	G3	S3
Wetland - marsh	Marsh		SG	GU	S4

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Indiana County Endangered, Threatened and Rare Species List

County: Pulaski

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ligumia recta	Black Sandshell			G4G5	S2
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Plethobasus cyphus	Sheepnose	LE	SE	G3	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Pleurobema cordatum	Ohio Pigtoe		SSC	G4	S2
Pleurobema plenum	Rough Pigtoe	LE	SE	G1	S1
Pleurobema rubrum	Pyramid Pigtoe		SX	G2G3	SX
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Simpsonaias ambigua	Salamander Mussel	C	SSC	G3	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa fabalis	Rayed Bean	LE	SE	G2	S1
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Odonata (Dragonflies & Damselflies)					
Enallagma divagans	Turquoise Bluet		SR	G5	S3
Erpetogomphus designatus	Eastern Ringtail		ST	G5	S2
Stylurus amnicola	Riverine Clubtail		ST	G4	S1S2
Fish					
Etheostoma maculatum	Spotted Darter		SSC	G2G3	S2S3
Ichthyomyzon bdellium	Ohio Lamprey			G3G4	S2
Ichthyomyzon fossor	Northern Brook Lamprey		SE	G4	S1
Percina evides	Gilt Darter		SE	G4	S1
Amphibian					
Ambystoma laterale	Blue-spotted Salamander		SSC	G5	S2
Cryptobranchus alleganiensis alleganiensis	Eastern Hellbender	C	SE	G3G4T3T4	S1
Lithobates blairi	Plains Leopard Frog		SE	G5	S1
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Kinosternon subrubrum subrubrum	Eastern Mud Turtle		SE	G5T5	S2
Opheodrys vernalis	Smooth Green Snake		SE	G5	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
Terrapene ornata ornata	Ornate Box Turtle		SE	G5T5	S1
Thamnophis proximus proximus	Western Ribbon Snake		SSC	G5T5	S3
Bird					
Aimophila aestivalis	Bachman's Sparrow			G3	SXB
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B

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Indiana County Endangered, Threatened and Rare Species List

County: Pulaski

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Certhia americana</i>	Brown Creeper			G5	S2B
<i>Circus hudsonius</i>	Northern Harrier		SE	G5	S2
<i>Cistothorus palustris</i>	Marsh Wren		SE	G5	S3B
<i>Cistothorus platensis</i>	Sedge Wren		SE	G5	S3B
<i>Dendroica virens</i>	Black-throated Green Warbler			G5	S2B
<i>Grus canadensis</i>	Sandhill Crane		SSC	G5	S2B,S1N
<i>Haliaeetus leucocephalus</i>	Bald Eagle		SSC	G5	S2
<i>Ixobrychus exilis</i>	Least Bittern		SE	G5	S3B
<i>Nyctanassa violacea</i>	Yellow-crowned Night-heron		SE	G5	S2B
<i>Nycticorax nycticorax</i>	Black-crowned Night-heron		SE	G5	S1B
<i>Rallus elegans</i>	King Rail		SE	G4	S1B
<i>Rallus limicola</i>	Virginia Rail		SE	G5	S3B
<i>Setophaga cerulea</i>	Cerulean Warbler		SE	G4	S3B
<i>Setophaga citrina</i>	Hooded Warbler		SSC	G5	S3B
<i>Sturnella neglecta</i>	Western Meadowlark		SSC	G5	S2B
<i>Vermivora chrysoptera</i>	Golden-winged Warbler	C	SE	G4	S1B
Mammal					
<i>Mustela nivalis</i>	Least Weasel		SSC	G5	S2?
<i>Spermophilus franklinii</i>	Franklin's Ground Squirrel		SE	G5	S2
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
Vascular Plant					
<i>Amelanchier humilis</i>	Running Serviceberry		SE	G5	S1
<i>Aralia hispida</i>	Bristly Sarsaparilla		SE	G5	S1
<i>Aristida intermedia</i>	Slim-spike Three-awn Grass		WL	GNR	S3
<i>Bidens beckii</i>	Beck Water-marigold		SE	G5	S1
<i>Carex straminea</i>	Straw Sedge		ST	G5	S2
<i>Corydalis sempervirens</i>	Pale Corydalis		SE	G5	S1
<i>Dendrolycopodium hickeyi</i>	Hickey's Clubmoss		SR	G5	S3
<i>Dichanthelium boreale</i>	Northern Witchgrass		SR	G5	S3
<i>Eleocharis wolfii</i>	Wolf Spikerush		ST	G3G5	S2
<i>Fimbristylis puberula</i>	Carolina Fimbry		SX	G5	SX
<i>Geranium bicknellii</i>	Bicknell Northern Crane's-bill		SE	G5	S1
<i>Juncus secundus</i>	Secund Rush		SE	G5?	S1
<i>Lycopodiella inundata</i>	Northern Bog Clubmoss		ST	G5	S2
<i>Lycopus amplexans</i>	Sessile-leaved Bugleweed		SE	G5	S1
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SR	G5	S3
<i>Najas gracillima</i>	Thread-like Naiad		SR	G5?	S3
<i>Panax quinquefolius</i>	American Ginseng		WL	G3G4	S3
<i>Panicum verrucosum</i>	Warty Panic-grass		ST	G4	S2
<i>Persicaria careyi</i>	Carey's Smartweed		ST	G4	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Pulaski

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<i>Platanthera ciliaris</i>	Yellow-fringe Orchis		SE	G5	S1
<i>Platanthera psycodes</i>	Small Purple-fringe Orchis		SR	G5	S2
<i>Potamogeton strictifolius</i>	Straight-leaf Pondweed		ST	G5	S2
<i>Prenanthes aspera</i>	Rough Rattlesnake-root		SR	G4?	S3
<i>Rorippa aquatica</i>	Lake Cress		SE	G4?	S1
<i>Sabatia campanulata</i>	Slender Marsh Pink		SX	G5	SX
<i>Symphotrichum sericeum</i>	Western Silvery Aster		ST	G5	S2
<i>Trichostema dichotomum</i>	Forked Bluecurl		WL	G5	S3
High Quality Natural Community					
Forest - flatwoods sand	Sand Flatwoods		SG	G2?	S1
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry-mesic Grand Prairie	Grand Prairie Dry-mesic Upland Forest		SG	GNR	S1
Forest - upland mesic Grand Prairie	Grand Prairie Mesic Upland Forest		SG	GNR	S1
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Prairie - mesic	Mesic Prairie		SG	G2	S2
Prairie - sand dry	Dry Sand Prairie		SG	G3	S2
Prairie - sand wet	Wet Sand Prairie		SG	G3	S3
Savanna - sand dry-mesic	Dry-mesic Sand Savanna		SG	G2?	S2S3
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2
Other Significant Feature					
Migratory Bird Concentration Area	Migratory Bird Concentration Site		SG	G3	SNR

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: March 19, 2021

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

From: Ty Gallahan, SJCA Inc
LaPorte District
1104 Prospect St.
Indianapolis, Indiana
tgallahan@sjcainc.com

Re: RED FLAG INVESTIGATION
DES 1800182, State Project
Road Improvement Project
SR 14 From US 35 to SR 17
Pulaski and Fulton County, Indiana

A review of the original RFI signed on March 25, 2020, for the above DES # indicated substantive changes have occurred within the 0.5 mile radius and/or project area limits that will have an impact to the project. Since the project plans have been finalized, 20 small structure replacements have been added, and the project area has been properly defined for the entire length of the road improvements. The following is a list of small culverts and their locations.

Str. 100, Sta. 225+52	Str. 110, Sta. 319+36
Str. 101, Sta. 232+79	Str. 111, Sta. 389+67
Str. 102, Sta. 252+78 (CV 014-066-050.00)	Str. 112, Sta. 438+31
Str. 103, Sta. 258+36	Str. 113, Sta. 513+85
Str. 104, Sta. 268+28	Str. 114, Sta. 539+75
Str. 105, Sta. 268+28	Str. 115, Sta. 540+16
Str. 106, Sta. 270+16	Str. 116, Sta. 542+98
Str. 107, Sta. 282+26	Str. 117, Sta. 548+40
Str. 108, Sta. 302+66	Str. 118, Sta. 556+48
Str. 109, Sta. 310+26	Str. 119, Sta. 585+39

The following features and/or items were not detailed in the original RFI document approved March 25 2020, but have since been identified as having an impact on the project area and requiring additional coordination.

1. Infrastructure –

Airports: One previously unmentioned public airport, Arens Field, is located 2.46 mile northwest of the project area. Coordination with INDOT Aviation will occur.

Railroads: One previously unmentioned railroad segment, an inactive railroad segment with unknown owner, crosses the project area near pipe 114 and 115; however, the line appears to have been removed. No impact is expected

2. Water Resources –

NPS NRI Listed: The nearest NPS NRI Listed River is located through the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes: Tippecanoe River runs through the project area. Tippecanoe River is listed for E. Coli. Workers who are working in or near water with E. Coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. No impact is expected.

NWI - Wetlands: The nearest mapped wetland is located .05 mile south of culvert 108. No impact is expected.

Lakes: The nearest mapped lake is located 0.02 mile southwest of culvert 109. No impact is expected.

3. Ecological Information –

As stated above, the project extents have expanded to encompass the proper road improvement project boundaries and associated culvert replacement activities. The Pulaski and Fulton County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are provided at <https://www.in.gov/dnr/naturepreserve/4666.htm>. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area. Additional investigation to determine the presence or absences of bats in the pipes will be necessary. Preparation of the Scoping Sheet for the Indiana Bat and Northern Long-Eared Bat Range-Wide Programmatic Information Consultation will be required.

Nicole Fohey-
Breting

Digitally signed by
Nicole Fohey-Breting
Date: 2021.03.21
10:07:09 -04'00'

INDOT Environmental Services concurrence:

(Signature)

Prepared by:
Ty Gallahan
GIS Admin
SJCA Inc

Graphics:

SITE LOCATION: YES

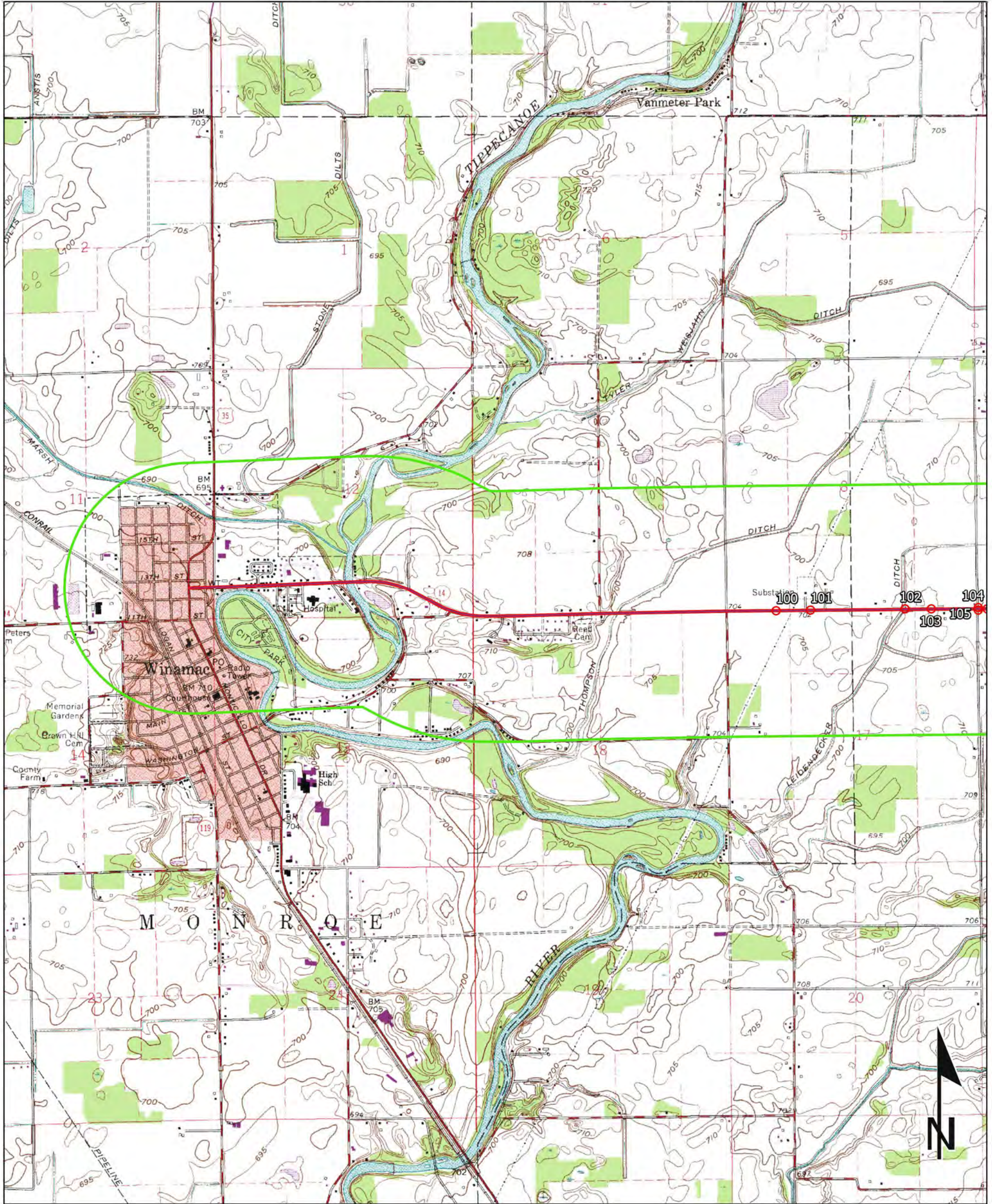
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

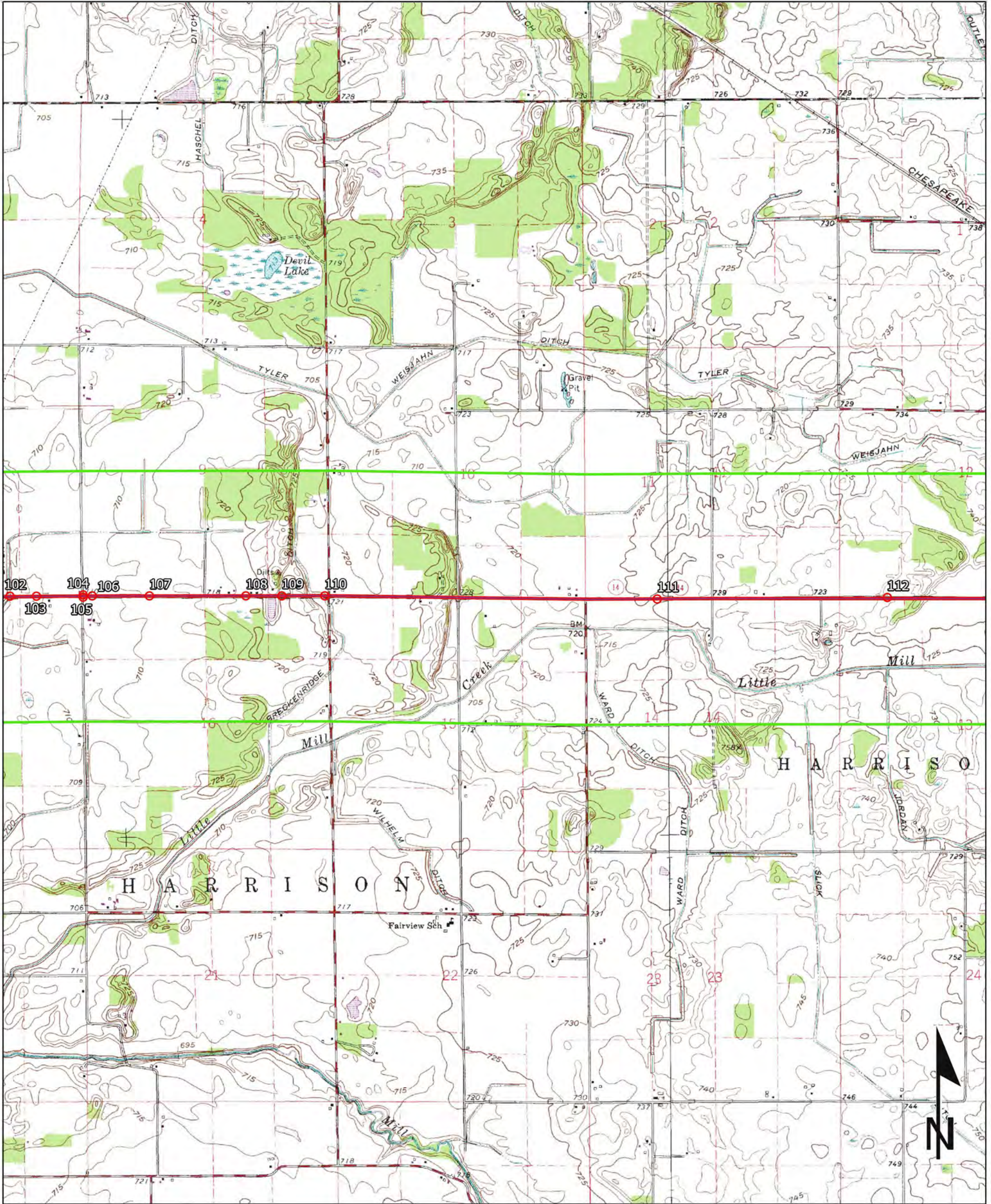
Red Flag Investigation - Site Location
 SR 14, from US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton Counties, Indiana



Sources: 0.45 0.23 0 0.45 Miles
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WINAMAC & KEWANUA
 QUADRANGLES
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)

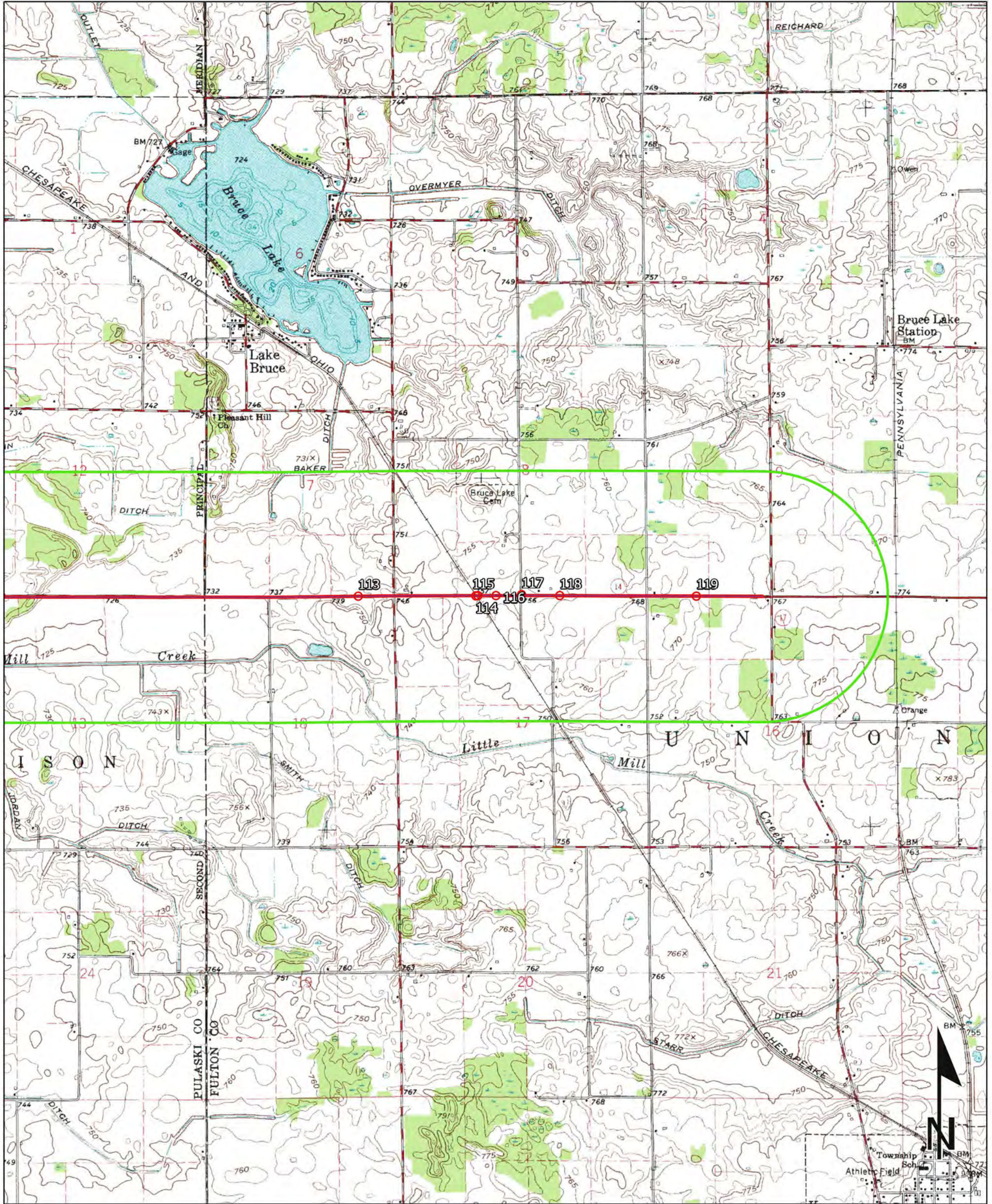
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 QUADRANGLES
 INDIANA
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 (TOPOGRAPHIC)

Red Flag Investigation - Site Location
 SR 14, from US 35 to SR 17
 Des. No. 1800182, Road Project
 Pulaski and Fulton Counties, Indiana



Sources: 0.45 0.23 0 0.45 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

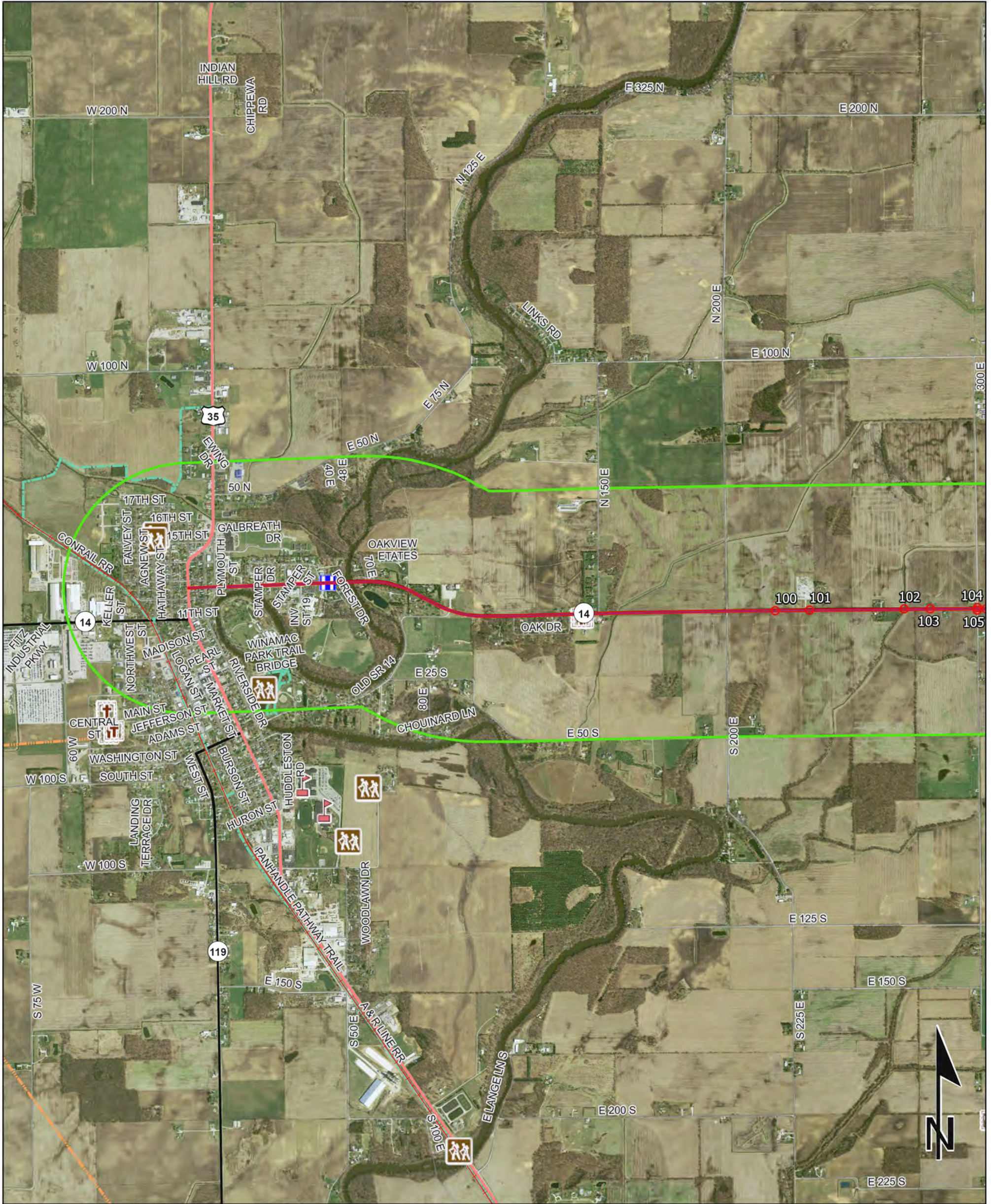
WINAMAC & KEWANNA
 QUADRANGLES
 INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure

SR 14, from US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



Sources: 0.45 0.23 0 0.45 Miles
Non Orthophotography
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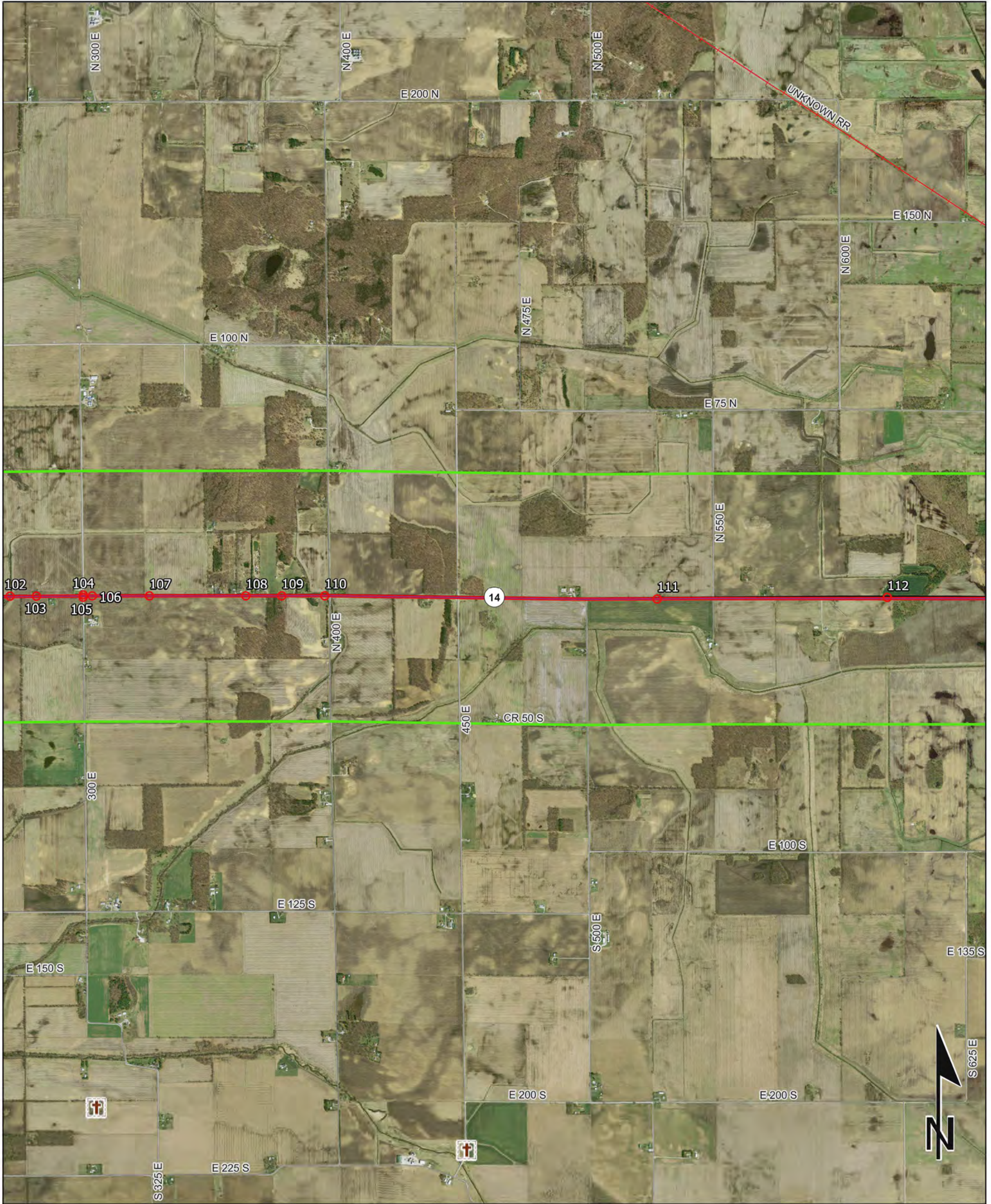
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Infrastructure

SR 14, from US 35 to SR 17

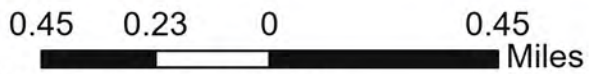
Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



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Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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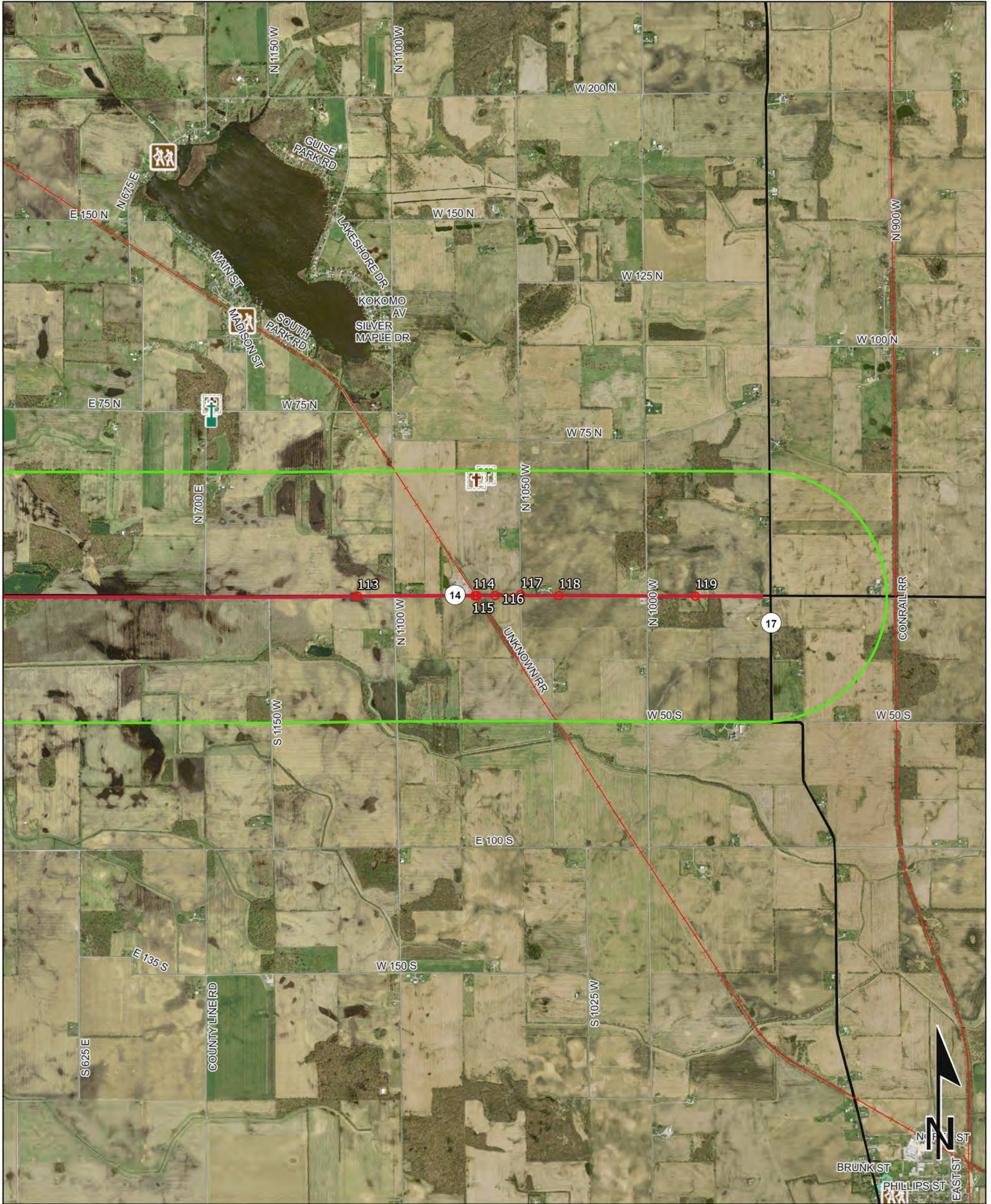
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Infrastructure

SR 14, from US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



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Non Orthophotography

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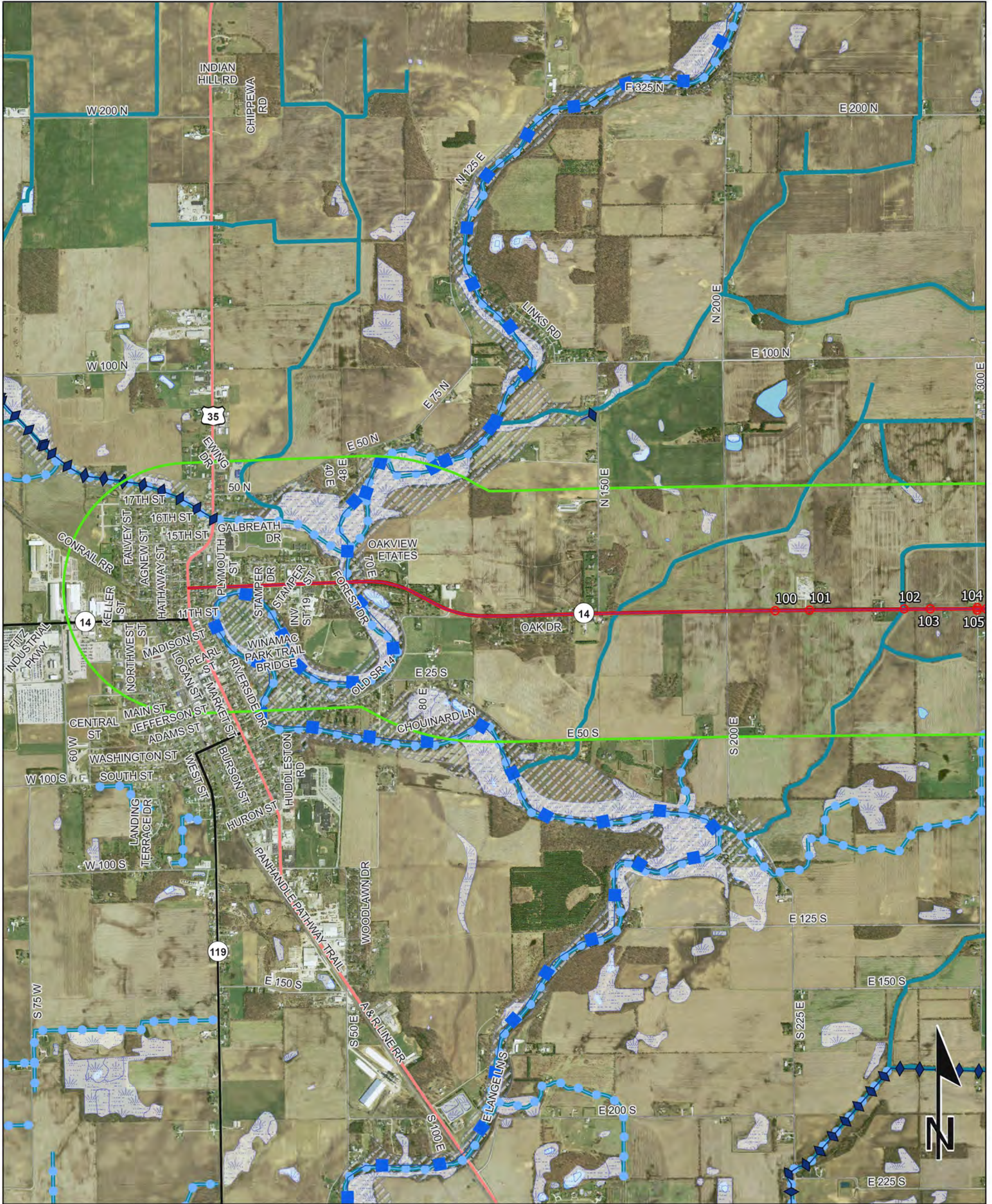
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

SR 14, from US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



Sources: 0.45 0.23 0 0.45 Miles
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

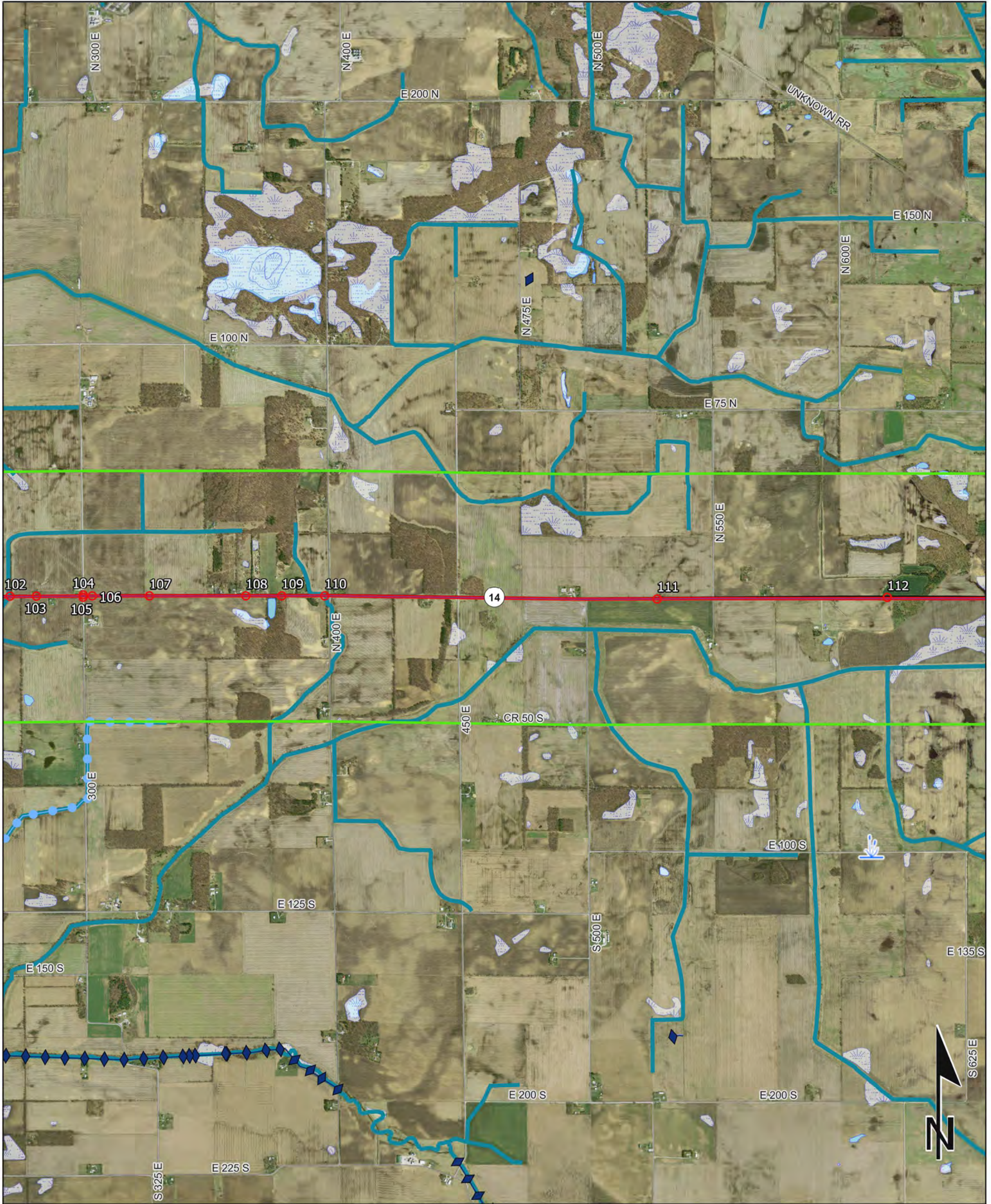


Red Flag Investigation - Water Resources

SR 14, from US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
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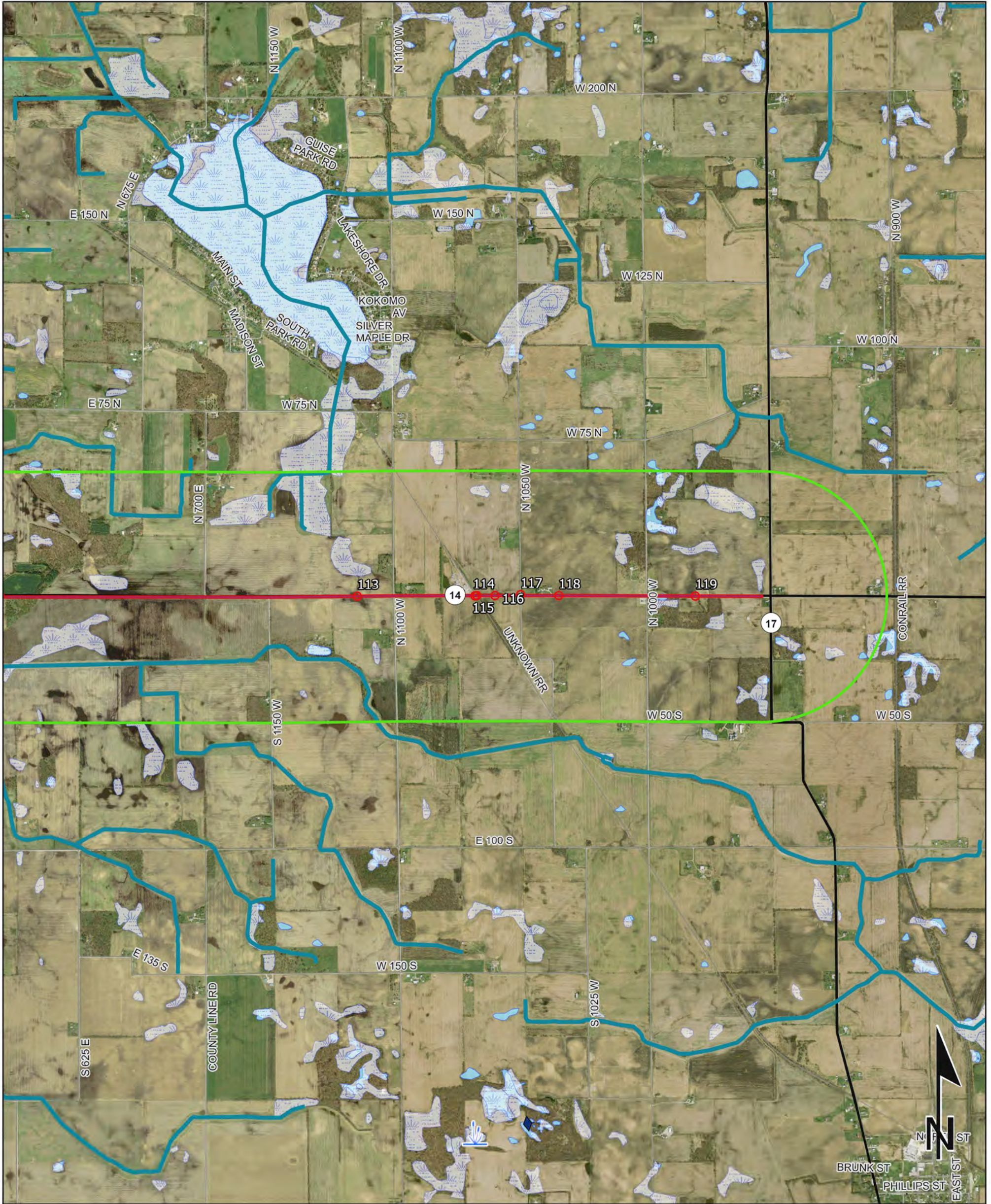


Red Flag Investigation - Water Resources

SR 14, from US 35 to SR 17

Des. No. 1800182, Road Project

Pulaski and Fulton Counties, Indiana



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