Indiana Department of Transportation

County Decatur Route SR 3 Des. No. 1602260

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	**SR 3, Decatur County, Indiana**
Designation Number:	**1602260**
Project Description/Termini:	**Small Structure Replacement, 16.17 miles north of SR 7**

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	**Categorical Exclusion, Level 2** – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ _____ _____ _____
ESM Signature Date ES Signature Date

_____ _____
FHWA Signature Date

Release for Public Involvement

_____ _____ _____ _____
ESM Initials Date ES Initials Date

Certification of Public Involvement _____ _____
Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.
Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Aimee Cooper – Beam, Longest, and Neff, LLC

Part I - PUBLIC INVOLVEMENT

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

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

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

Remarks:

Notice of Entry

Notice of entry letters were mailed to potentially affected property owners near the project area on March 14, 2019 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of entry letter is included in Appendix G-1.

Project Does Meet

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

Public Controversy on Environmental Grounds	Yes	No
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

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

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

Sponsor of the Project: INDOT INDOT District: Seymour

Local Name of the Facility: SR 3

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

*If other is selected, please indentify the funding source: N/A

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

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Need:
The need is based on the poor conduction of the existing small structure, CV 003-016-60.37. The existing small structure has large spalls, heavy scaling, wide cracks, and considerable efflorescence. Salt penetration has reached the full depth of the slab. If no action is taken, more of the slab bottom will fall from the structure and the structure will ultimately become unsafe and require the roadway to be closed until a replacement structure can be reinstalled.

Purpose:
The purpose of this project is to provide a structurally sufficient and hydraulically sound structure that perpetuates the flow of traffic on SR 3 over Wyaloosing Creek.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Decatur Municipality: N/A

Limits of Proposed Work: Approximately 250 ft south to 250 ft north of CV 003-016-60.37

Total Work Length: 0.019 Mile(s) Total Work Area: N/A Acre(s)

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

[1] *If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.*

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Location:
This project is located in Section 19, T-9-N, R-9-E, & Section 24, T-9-N, R-8-E, in Sand Creek Township of Decatur County, IN on SR 3 approximately 16.17 miles north of SR 7 (Appendix B-1).

Existing Conditions:
The existing small structure is a 14' by 9' slab top concrete structure in poor condition with large spalls, heavy scaling, wide cracks, and considerable efflorescence located on SR 3 in Decatur County, IN. SR 3 at the project area is not an element of the National Highway System or the National Truck Route. It is considered a rural, Principal Arterial. The project area has a mixed surrounding of residential properties, agricultural use, and undeveloped wooded areas. An unnamed tributary to Wyaloosing Creek is located within the project area.

Preferred Alternative:
It is proposed to replace the existing structure with a new concrete box structure. The new structure will be on the present alignment. Roadway reconstruction will extend approximately 100 feet to the north and south of the structure, and will consist of two 12-foot through lanes with 3-foot usable shoulders. A 55-mph design speed will be used for this project. Traffic will be maintained through a single lane of alternating traffic controlled through the use of a temporary signal. By outright replacing the structure, the purpose of providing a structurally sufficient and hydraulically sound structure that perpetuates the flow of traffic on SR 3 over Wyaloosing Creek will be met.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

"Do Nothing" Alternative:

This alternative would not require an expenditure of funds; however, it would not address the purpose of the project which is to correct the deteriorated condition of the existing pavement and drainage concerns. With the "Do Nothing" alternate, the existing roadway and drainage patterns will continue to deteriorate and require constant maintenance. The "Do Nothing" alternative does not address the purpose and need of the project and was dismissed from further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (*Mark all that apply*):

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

ROADWAY CHARACTER:

Functional Classification: Minor Arterial

Current ADT: 5014 VPD (2021) Design Year ADT: 5381 VPD (2041)

Design Hour Volume (DHV): 551 VPH Truck Percentage (%) 16.38

Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel lanes		Travel lanes	
Pavement Width:	12'-0"	ft.	12'-0"	ft.
Shoulder Width:	2'-0"	ft.	2'-0"	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:		Urban		Suburban	X Rural
Topography:	X	Level		Rolling	Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Small Structure CV 003-016-60.37 Sufficiency Rating: N/A

(Rating, Source of Information)

Existing	Proposed

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Bridge Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions:		ft.		ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Length of Channel Work:				ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Presence

Existing Small Structure CV 003-016-60.37 is located on SR 3 approximately 16.17 miles north of SR 7. The existing small structure is a 14' by 9' slab top concrete structure. The proposed project will replace the existing structure with a single span precast reinforced concrete box structure.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)		X
Provisions will be made for access by local traffic and so posted.		
Provisions will be made for through-traffic dependent businesses.		
Provisions will be made to accommodate any local special events or festivals.		
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X

Remarks:

The MOT for the project will require the use of a temporary signal to control a single lane of alternating traffic.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 191,100 (2019) Right-of-Way: $ 10,000 (2021) Construction: $ 895,425.00 (2022)

Anticipated Start Date of Construction: November 2021

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Date project incorporated into STIP July 2, 2019

	Yes	No
Is the project in an MPO Area?		X

If yes,

Name of MPO

Location of Project in TIP

Date of incorporation by reference into the STIP

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.47	0.00
Commercial	0.00	0.00
Agricultural	0.68	0.00
Forest	0.20	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	1.35	0.00

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

Remarks: Right-of way (ROW) acquisition varies from approximately 15 feet to 95 feet measured from the centerline of the roadway for a total of approximately 1.35 acres. Approximately 0.99 acre of this ROW will be re-acquisition. Existing typical and maximum ROW is shown on Appendix B-17.

Right-of-way (ROW) required
The project requires approximately 1.35 acres of permanent ROW coming from residential, agricultural, and forest sources.

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

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

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	X	X	
Federal Wild and Scenic Rivers			

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State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks:

Presence, with impacts

Based on a desktop review, a site visit on June 11, 2019 by BLN, the aerial map of the project area (Appendix B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E-7), there are eleven stream segments located within the 0.5 mile search radius. One stream segment is present within the project area.

Waters Report

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office approved on August 29, 2019. Please refer to Appendix F-1 for the *Waters of the U.S. Determination/Wetland Delineation Report.* It was determined that Wyaloosing Creek, which runs through the project area is likely a jurisdictional waterway. USACE makes all final determinations regarding jurisdiction.

Wyaloosing Creek runs through the project area and approximately 135 linear feet of stream will be impacted from construction. A Section 401 and Section 404 will be needed for impacts to the waterway.

Early Coordination

An early coordination letter was sent on January 31, 2019. The Indiana Department of Natural Resources (IDNR) responded on March 1, 2019 with recommendations to minimize impacts Wyaloosing Creek (Appendix C-10). IDNR recommended that no work should be done in the waterway from April 1 through June 30th. All applicable IDNR recommendations are included in the Environmental Commitments sections of this CE document.

Other Surface Waters	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other:			

Remarks:

No presence, no impacts

Based on a desktop review, a site visit on June 11, 2019 by BLN, the aerial map of the project area (Appendix B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E-7), there are three lakes located within the 0.5 mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

Waters Report

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office approved on August 29, 2019. Please refer to Appendix F-1 for the *Waters of the U.S. Determination/Wetland Delineation Report.* It was determined that no other surface waters are present within the project area. USACE makes all final determinations regarding jurisdiction.

Early Coordination

An early coordination letter was sent on January 31, 2019. The Indiana Department of Environmental Management (IDEM) responded on February 5, 2019 with recommendations to minimize impacts to any

other surface waters (Appendix C-14). IDEM recommended that a Section 404 permit and Section 401 permit be completed and approved for any impacts to waterways. All applicable IDEM recommendations are included in the Environmental Commitments sections of this CE document.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

Wetlands (*Mark all that apply*)	Documentation	ES Approval Dates
Wetland Determination	X	August 29, 2019
Wetland Delineation		
USACE Isolated Waters Determination		
Mitigation Plan		

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

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

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

No presence, no impacts

Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html), a site visit on June 11, 2019 by BLN, the USGS topographic map (Appendix B-2) and the RFI report (Appendix E-1) showed one wetlands mapped within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

Waters Report

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office approved on August 29, 2019. Please refer to Appendix F-1 for the *Waters of the U.S. Determination/Wetland Delineation Report.* It was determined that no wetlands are present within the project area. USACE makes all final determinations regarding jurisdiction.

Early Coordination

An early coordination letter was sent on January 31, 2019. IDEM responded on February 5, 2019 with recommendations to minimize impacts to wetlands (Appendix C-14). IDEM recommended that a Section 404 permit and Section 401 permit be completed and approved for any impacts to wetlands. All applicable IDEM recommendations are included in the Environmental Commitments sections of this CE document.

	Presence	Impacts Yes	Impacts No
Terrestrial Habitat	X		X
Unique or High Quality Habitat			

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Presence, with impact

Based on a desktop review, a site visit on June 11, 2019 by BLN, the aerial map of the project area (Appendix B-3), there are maintained residential lawns that surround the project area. The dominate vegetation present in the project area consists of crabgrass, milkweed, giant ragweed, and white clover. Trees line Wyaloosing Creek with the dominate species consisting of American sycamore, American elm, and black walnut. Approximately 0.2 acre of trees will be cleared to make a clear construction zone.

Early Coordination

An early coordination letter was sent on January 31, 2019. The Indiana Department of Natural Resources (IDNR) responded on March 1, 2019 with recommendations to minimize impacts terrestrial habitat (Appendix C-10). IDNR recommended that the clearing of brush and trees be minimized within the project limits. All applicable IDNR recommendations are included in the Environmental Commitments sections of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
If yes, will the project impact any of these karst features?		

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

Outside Karst Area

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B-2), the RFI report (Appendix E-1) there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C-7). Response from IGS has been communicated with the designer on July 15, 2020. No impacts are expected.

	Presence	Impacts Yes	Impacts No
Threatened or Endangered Species			
Within the known range of any federal species	X		X
Any critical habitat identified within project area			
Federal species found in project area (based upon informal consultation)			

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State species found in project area (based upon consultation with IDNR) [ ] [ ] [ ]

Is Section 7 formal consultation required for this action?	Yes	No
	[ ]	[X]

Remarks:

Based on a desktop review and the RFI report (Appendix E-1) completed by BLN on March 13, 2020, the IDNR Decatur County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-9. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated March 1, 2019 (Appendix C-10) the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally endangered, threated, or rare have been reported to occur in the project vicinity.

Indiana Bat and Northern Long-Eared Bat
Bats, Programmatic Informal Consultation – Not Likely to Adversely Affect
Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-19). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on January 30, 2020, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on February 7, 2020, and requested USFWS's review of the finding (Appendix C-24). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document

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

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area	[ ]	[ ]	[ ]
Public Water System(s)	[ ]	[ ]	[ ]
Residential Well(s)	[ ]	[ ]	[ ]
Source Water Protection Area(s)	[ ]	[ ]	[ ]
Sole Source Aquifer (SSA)	[ ]	[ ]	[ ]

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	[ ]	[ ]
Is the FHWA/EPA SSA MOU Applicable?	[ ]	[ ]
Initial Groundwater Assessment Required?	[ ]	[ ]
Detailed Groundwater Assessment Required?	[ ]	[ ]

Remarks:

Outside of Sole Source Aquifer (SSA):
The project is located in Decatur County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA) Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore a detailed groundwater assessment is not needed and no

impacts are expected.

Not located in a Wellhead Protection Area or Source Water Area:
The Indiana Department of Environmental Management's (IDEM) Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on June 6, 2019 by BLN. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated February 1, 2019 IDEM stated the project is not located within a wellhead area (Appendix C-18). No impacts are expected.

No wells present, no impacts:
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on June 6, 2019 by BLN. No wells are located near this project. Therefore, no impacts are expected.

Not in a Urban Area Boundary Location
Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) on June 6, 2019 by BLN and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

Not in a Public Water System Location
Based on a desktop review, a site visit on June 11, 2019 by BLN, the aerial map of the project area (Appendix B-3), this project is not located where there will be public water system impacts. Therefore, no impacts are expected.

Flood Plains	**Presence**	**Impacts**	
		Yes	**No**
Longitudinal Encroachment			
Transverse Encroachment			
Project located within a regulated floodplain			
Homes located in floodplain within 1000' up/downstream from project			

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

Not in a floodplain
The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on June 6, 2019 by BLN. This project is not located in a regulatory floodplain as determined from approved INDR floodplain maps (Appendix B-5). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected

Farmland	**Presence**	**Impacts**	
		Yes	**No**
Agricultural Lands	X		
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006* **145**
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

Presence, score under 160
Based on a desktop review, a site visit on June 11, 2019 by BLN staff, the aerial map of the project area (Appendix B-3) there are 0.9 acre of farmland within the project limits as defined by the Farmland Protection Policy Act. An early coordination letter was sent on January 31, 2019, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 145 on the NCRS-CPA-106 (Appendix C-

5). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	9	7/2020	

Results of Research

	Eligible and/or Listed Resource Present
Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Documentation (mark all that apply)	Documentation Prepared	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report			
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report			
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination			
800.11 Documentation			

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

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Remarks:

Minor Project PA Category B projects
On July 20, 2020 INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type 9 under the Minor Projects Programmatic Agreement (Appendix D-1). This covers work that includes the replacement of culverts that occurs in undisturbed soils. An archaeological report was prepared for this site and stated that the site was not recommended eligible for inclusion on the National Register of Historic Places. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

	Presence	Use	
Parks & Other Recreational Land		Yes	No
Publicly owned park	☐	☐	☐
Publicly owned recreation area	☐	☐	☐
Other (school, state/national forest, bikeway, etc.)	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

	Presence	Use	
Wildlife & Waterfowl Refuges		Yes	No
National Wildlife Refuge	☐	☐	☐
National Natural Landmark	☐	☐	☐
State Wildlife Area	☐	☐	☐
State Nature Preserve	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

	Presence	Use	
Historic Properties		Yes	No
Sites eligible and/or listed on the NRHP	☐	☐	☐

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*	☐	
"De minimis" Impact*	☐	
Individual Section 4(f)	☐	☐

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and

Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

No presence, no impact

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

Based on a desktop review, a site visit on June 11, 2019 by BLN staff, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-1) there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property	☐	☐	☐

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

Presence, no impact

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) website at https://www.lwcfcoalition.com/tools revealed a total of one property in Decatur County (Appendix I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project	Yes	No
Is the project in an air quality non-attainment or maintenance area?	☐	X
If YES, then:		
Is the project in the most current MPO TIP?	☐	☐
Is the project exempt from conformity?	☐	☐
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	☐	☐
Is a hot spot analysis required (CO/PM)?	☐	☐

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks:

Standalone Project or Lead DES number
This project is included in the Fiscal Year (FY) 2020 – 2024 Statewide Transportation Improvement Program (STIP) (Appendix G-1).

Attainment area
This project is located in Decatur County, which is currently in attainment for all criteria pollutants according to the IDEM Nonattainment Status for Indiana Counties (website: https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?		X

	No	Yes/ Date
ES Review of Noise Analysis		

Remarks:

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

SECTION G – COMMUNITY IMPACTS

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

Remarks:

There may be temporary inconveniences associated with construction such as increased travel times, possible construction noise and fugitive dust. There will be no substantial impacts on community cohesion or property values as a result of the project. Furthermore, no permanent or temporary economic effects are expected to result from the proposed project. Acquisition of the additional permanent and temporary right-of-way would not appreciably affect the property tax base of the Decatur County. A review of www.fairsandfestivals.net, an online resource for local fairs and festivals, there are no scheduled festivals or other public events that will be impacted as a result of the project.

Indirect and Cumulative Impacts

	Yes	No
Will the proposed action result in substantial indirect or cumulative impacts?		X

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

Because this project is a safety and serviceability improvement project, it will not contribute to or stimulate an increase in commercial or residential development in the project area. No indirect or cumulative impacts are expected as a result of the project.

Public Facilities & Services

	Yes	No
Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*		X

Remarks:

No presence, no impact:

Based on a desktop review, a site visit on January 24, 2019 by BLN personnel, the aerial map of the project area (Appendix B-3), and the RFI report (Appendix E-1) there are no public facilities within or adjacent to the project area. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

Early Coordination:

Early coordination letters were sent to the Decatur County Board of County Commissioners on January 31, 2019. No response was received to the early coordination letter.

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

Environmental Justice (EJ) (Presidential EO 12898)

	Yes	No
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high or disproportionate impacts to EJ populations?		X

Remarks:

EJ Analysis, EJ Populations

Under FHWA Order 6640.23A, FHWA and INDOT as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 1.3 acres of right-of-way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the

community of comparison (COC). In this project, the COC is Decatur County. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tract 9695. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the US Census Bureau 2013 – 2017 American Community Survey 5 Year Estimates was obtained from the US Census Bureau Website https://factfinder.census.gov/ on June 6, 2019 by BLN staff. The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (ACS, 2013-2017)

	COC Decatur County	AC Census Tract 9695
Percent Minority	5.09	3.51
125% of COC	6.37	
EJ Population of Concern		No
Percent Low-Income	11.39	15.42
125% of COC	14.23	
EJ Population of Concern		Yes

AC Census Tract 9695 has a percent minority of 3.51% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain a minority population of EJ concern.

AC Census Tract 9695 has a percent low-income of 15.42% which is below 50% and is above the 125% COC threshold. Therefore, the AC is a low-income population of EJ concern.

Conclusion

The Environmental Justice analysis was submitted to INDOT- Environmental Services Division (ESD) on July 25, 2019. On July 29, 2019 INDOT-ESD stated that it did not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required."

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?		X
Has utility relocation coordination been initiated for this project?	X	

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

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks:

No Relocations

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

County Decatur Route SR 3 Des. No. 1602260

Hazardous Materials & Regulated Substances (Mark all that apply)

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

	No	Yes/ Date
ES Review of Investigations		X/ March 15, 2020

Include a summary of findings for each investigation.

Remarks:

Presences, with impacts or potential impact

Based on a review of GIS and available public records, a Red Flag Investigation (RFI) was approved on March 15, 2020 by INDOT (Appendix E-1). One IDEM 303d-listed stream, UNT to Wyaloosing Creek, is located within the project area. Best Management Practices (BMPs) will be used to avoid further degradation to the stream.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	X
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDNR	
Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the remarks box below)	

Remarks:

A Rule 5 Notice of Intent and erosion control plan will be necessary as more than one acre of land disturbance is anticipated. Section 401 and Section 404 will be necessary for impacts to waterways.

Applicable recommendations provided by USFWS, INDOT, IDNR and IDEM are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede those recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

FIRM

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6) Tree Removal AMM 2: Apply time of the year restrictions (no tree clearing April 1 – September 30) for when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of the 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. (USFWS)
7) 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). (USFWS)
8) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting or trees within 0.25 mile of roosts or document foraging habitat any time of year. (USFWS)

FOR FURTHER CONSIDERATION

1) Minimize and contain within the project limits in channel disturbance and the clearing of trees and brush. (IDNR)
2) Do not work in the waterway from April 1 through June 20 without the prior written approval of the Division of Fish and Wildlife. (INDR)
3) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater that 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR)
4) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR)
5) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)
6) Post “Do Not Mow or Spray” signs along the right-of-way. (IDNR)
7) 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. (IDNR)
8) 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. (IDNR)
9) 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. (IDEM)
10) 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. (IDEM)

11) Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, construction 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. (IDEM)
12) 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. (IDEM)
13) 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. (IDEM)
14) 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. (IDEM)
15) 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. (IDEM)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: Early coordination was initiated on February 13, 2019 with applicable federal, state, and local agencies. A copy of the outgoing early coordination letter is included in Appendix C-1 to C-3. The agencies that were contacted and the date on which they replied are identified below.

Early Coordination Recipients	Response Received	Appendix
Natural Resources Conservation Service	January 31, 2019	C-5
National Parks Service	No Response	-
Indiana Geological Survey	February 11, 2019	C-7
Indiana Department of Natural Resources	March 1, 2019	C-10
Indiana Department of Environmental Management	February 5, 2019	C-14
Indiana Department of Environmental Management - Groundwater Section	February 1, 2019	C-18
U.S. Army Corps of Engineers - Louisville District	No Response	-
Decatur County Board of County Commissioners	No Response	-
Decatur County Highway Supervisor	No Response	-

Appendix Table of Contents

Appendix A:

INDOT Supporting Documents

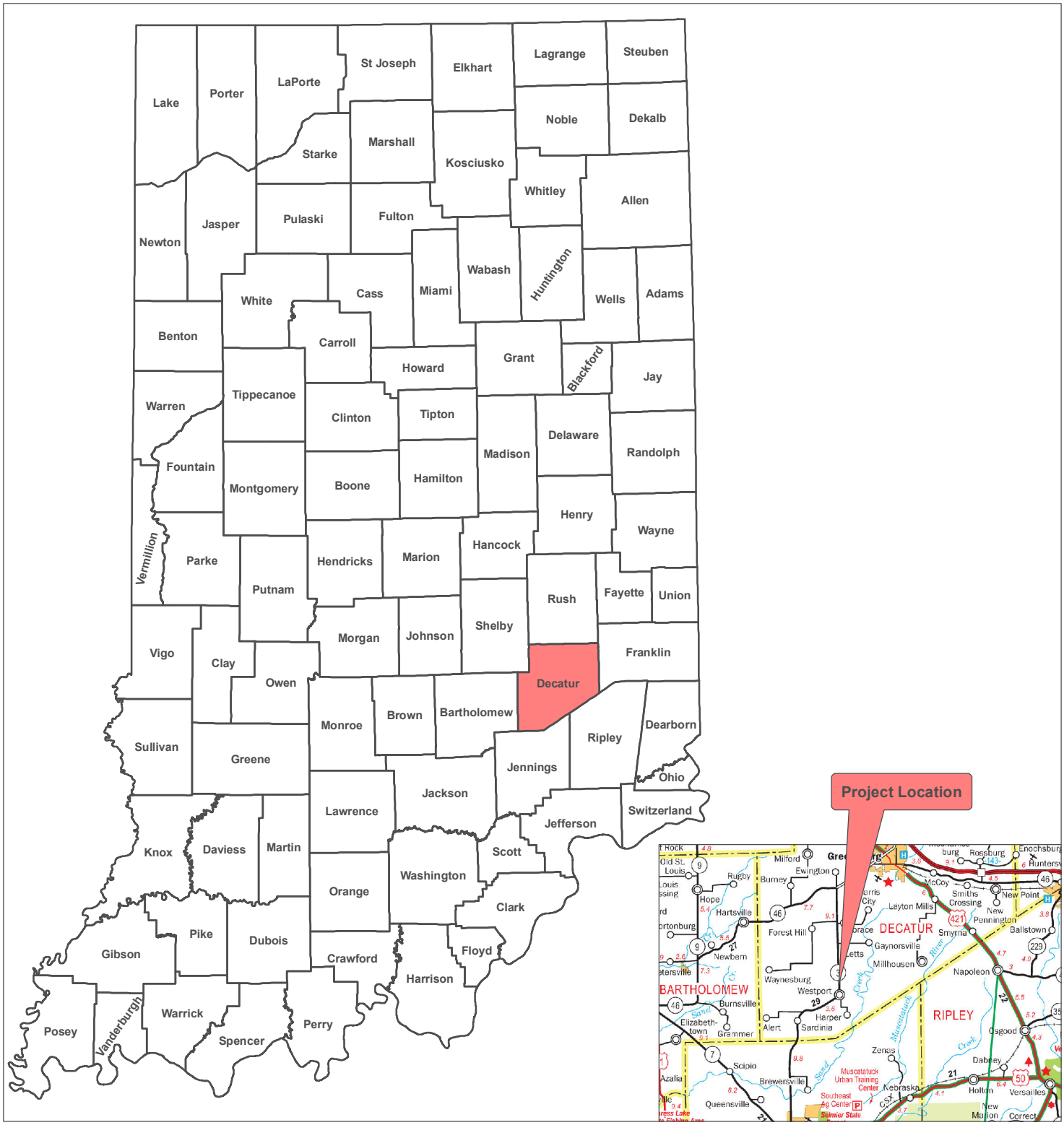
Categorical Exclusion Level Thresholds

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

[1]Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2]Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3]Permanent and/or temporary right-of-way.
[4]AMMs = Avoidance and Mitigation Measures.
[5]AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".
[6]Potential for causing a disproportionately high and adverse impact.
[7]Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B:

Graphics



Source: Indiana MAP
1:2,250,000
1 in = 187,500 ft

BLN
BEAM·LONGEST·NEFF

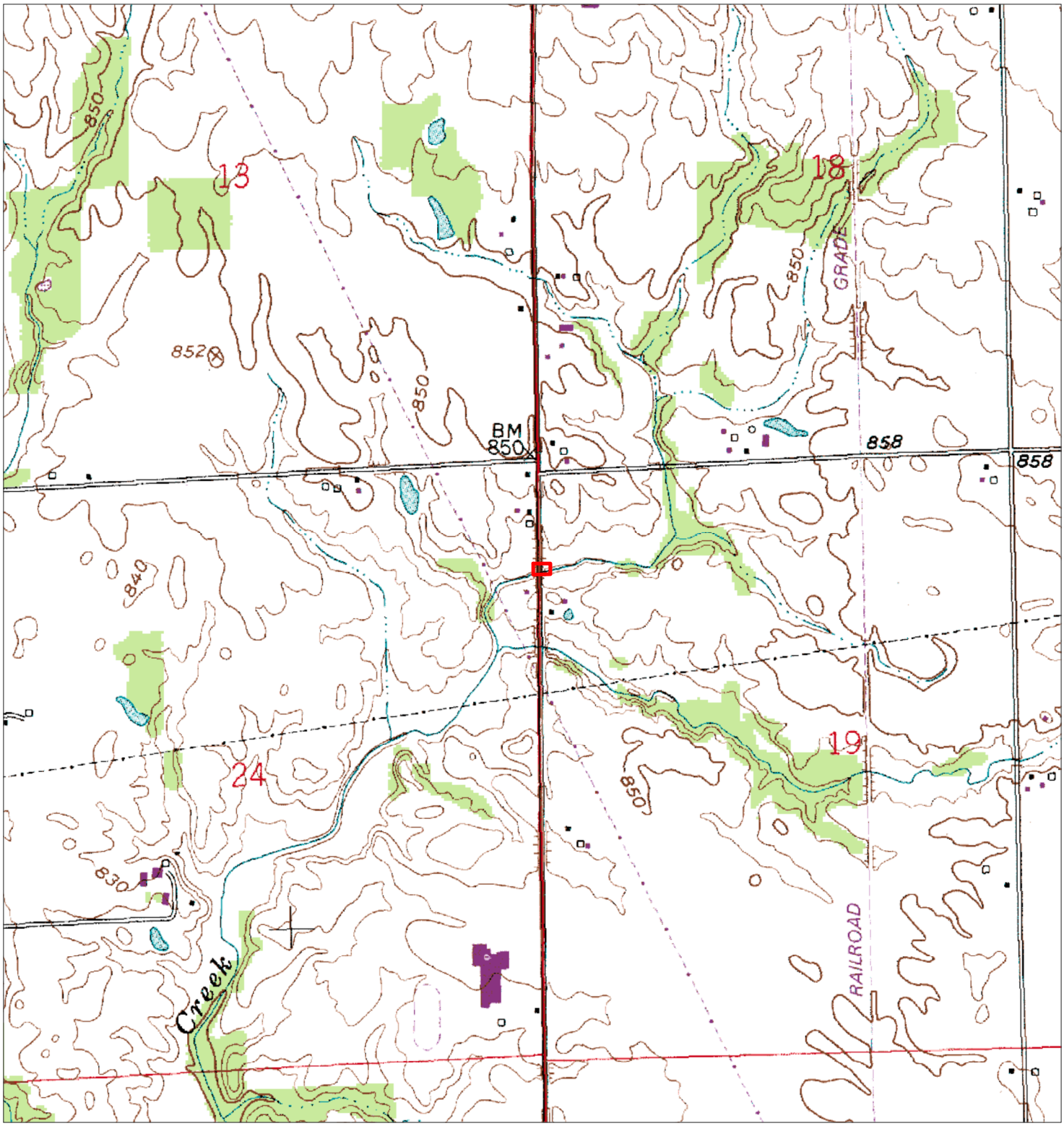
Legend
- Project County
- County Boundary

Project Location Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - Project Location Map - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:40:54 PM

Categorical Exclusion B-1



Source: U.S. Geological Survey
1:15,000
1 in = 1,250 ft

BLN
BEAM·LONGEST·NEFF

USGS Topographic Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

Legend
Project Area

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - USGS Topo - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:39:31 PM

N
W E
S

Source: Indiana MAP
1:3,000
1 in = 250 ft

BLN
BEAM·LONGEST·NEFF

Aerial Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

Legend
Project Area

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - Aerial Map - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:40:08 PM

N
W E
S

Source: U.S. Fish & Wildlife Service
1:3,000
1 in = 250 ft

BLN
BEAM·LONGEST·NEFF

Legend

- Project Area
- Freshwater Forested/Shrub Wetland
- Freshwater Emergent Wetland
- Riverine

National Wetlands Inventory Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - National Wetlands Inventory Map - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:38:07 PM

N
W E
S

Source: Indiana Department of Natural Resources
1:3,000
1 in = 250 ft

BLN
BEAM·LONGEST·NEFF

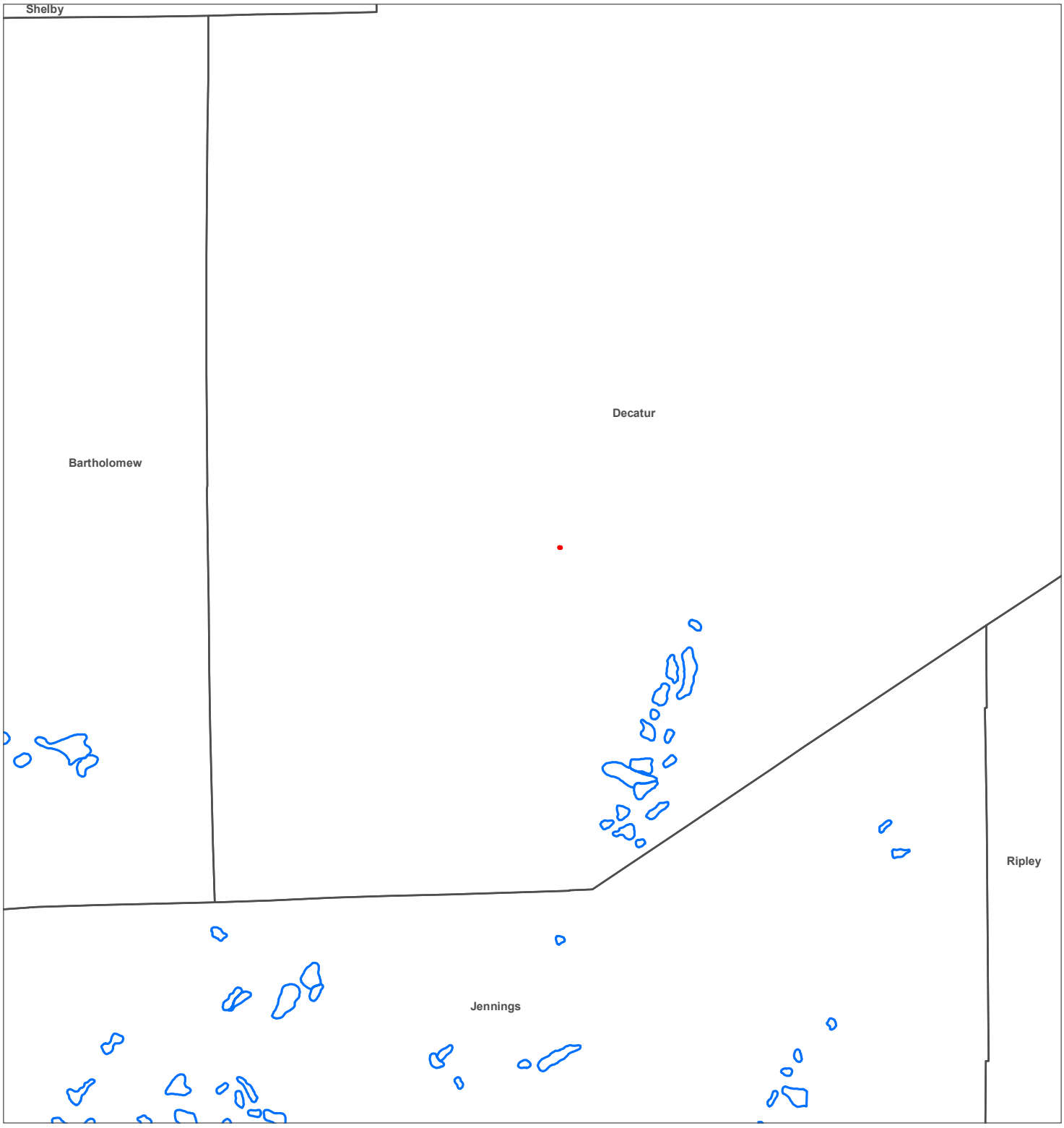
Legend

- Project Area
- Floodway
- 1 % Annual Chance Flood Hazard
- 0.2 % Annual Chance Flood Hazard
- 0.2 % Annual Chance, Protected by Levee

Floodplain Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - Floodplain Map - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:14:14 PM



Source: Indiana MAP
1:150,000
1 in = 12,500 ft

BLN
BEAM·LONGEST·NEFF

Legend
- Project Area
- County Boundary
- Potential Karst Region

Karst Map
Replacement of Small Structure #003-016-60.37
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

January 08, 2019

P:\180022 - Seymour District SR 3 Des 1602260\GIS\Project Graphics\Template - Karst Map - 11x8.5.mxd | Tuesday, January 8, 2019 | 12:14:50 PM

1. View looking East to CV 003-016-6037

2. View Looking West to CV 003-016-60.37

BLN
BEAM·LONGEST·NEFF

Photo Log December 18, 2018
Small Structure Project
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

3. View Looking North along SR 3 at small structure

4. View Looking South along SR 3 at small structure

BLN
BEAM·LONGEST·NEFF

Photo Log December 18, 2018

Small Structure Project
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

5. View Looking East (Upstream) along UNT to Wyaloosing Creek

6. View Looking West (Downstream) along UNT to Wyaloosing Creek

BLN
BEAM·LONGEST·NEFF

Photo Log December 18, 2018

Small Structure Project
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

7. View Looking Northeast

8. View Looking Northwest

BLN
BEAM·LONGEST·NEFF

Photo Log December 18, 2018

Small Structure Project
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

9. View Looking Southeast

10. View Looking Southwest

BLN
BEAM·LONGEST·NEFF

Photo Log December 18, 2018

Small Structure Project
SR 3 over UNT to Wyaloosing Creek
Decatur County, Indiana
Des. No. 1602260

PROJECT	DESIGNATION
1602260	1602260
CONTRACT	BRIDGE FILE
R-40426	CV 003-016-60.37

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
CV 003-016-60.37	PRECAST REINFORCED CONCRETE BOX	SINGLE SPAN @ 16'-0" SKEW: 10° LT.	UNNAMED TRIBUTARY TO WYALOOSING CREEK	℄ STRUCTURE STA.911+68.00 "B"

INDIANA DEPARTMENT OF TRANSPORTATION

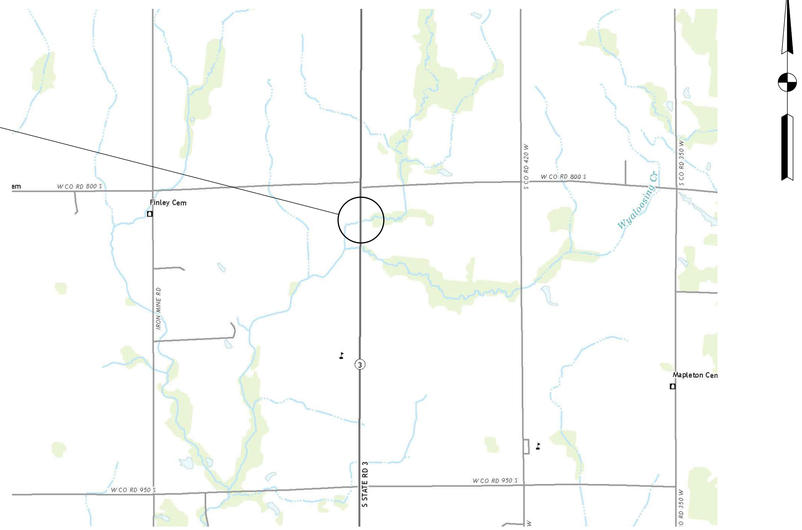
ROAD PLANS

SMALL STRUCTURE REPLACEMENT
ROUTE: SR 3 OVER UNNAMED TRIBUTARY TO WYALOOSING CREEK
AT: RP 60+37

PROJECT NO. 1602260 P.E.
1602260 R/W
1602260 CONST.

Small Structure Replacement on SR 3 over Unnamed Tributary to Wyaloosing Creek
Located 16.17 miles North of SR 7 in
Section 19, T-9-N, R-9-E, & Section 24, T-9-N, R-8-E Sand Creek Township,
Decatur County, Indiana

PROJECT LOCATION
Begin Project-Sta.911+20.00 "B"
End Project-Sta.912+20.00 "B"



LOCATION MAP
SCALE: 1:24000

TRAFFIC DATA		
A.A.D.T.	(2021)	5014 V.P.D.
A.A.D.T.	(2041)	5381 V.P.D.
D.H.V	(2041)	511 V.P.H.
DIRECTIONAL DISTRIBUTION		49.96 %
TRUCKS		16.38 % A.A.D.T.
		14.93 % D.H.V.

DESIGN DATA	
DESIGN SPEED	55 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE

PROJECT LOCATION SHOWN BY
DECATUR COUNTY

LATITUDE: 39°13'01.65" N LONGITUDE: 85°34'30.49" W

BRIDGE LENGTH: 0.000 MI.
ROADWAY LENGTH: 0.019 MI.
TOTAL LENGTH: 0.019 MI.
MAX. GRADE: 0.58 %

HUC# 05120206030120

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

PLANS PREPARED BY:
BLN: BEAM·LONGEST·NEFF
8320 CRAIG STREET | INDIANAPOLIS, IN 46250
317.849.5832 | f: 317.841.4280 | WWW.B-L-N.COM

PLANS PREPARED BY: BEAM, LONGEST & NEFF, LLC (317)849-5832
PHONE NUMBER

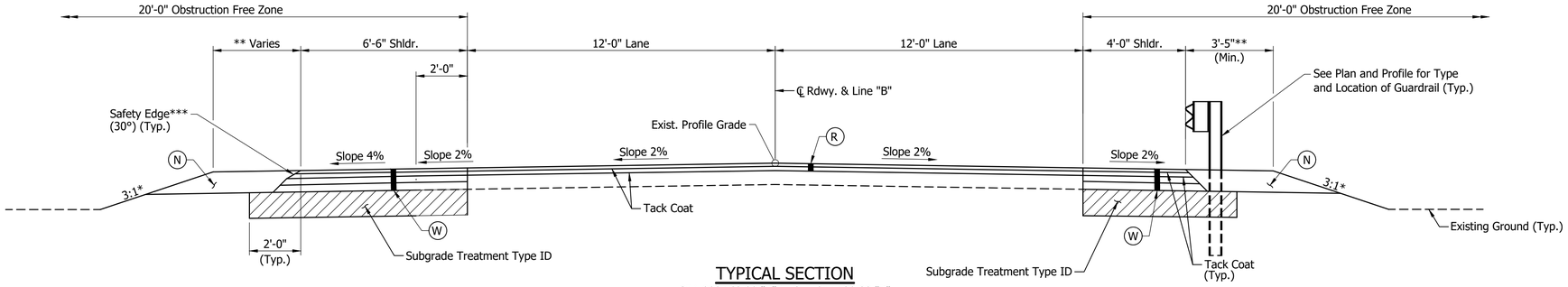
CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE
CV 003-016-60.37
DESIGNATION
1602260

DRAWING NO.	SHEETS
	1 of 29
CONTRACT	PROJECT
R-40426	1602260

Categorical Exclusion B-12



TYPICAL SECTION

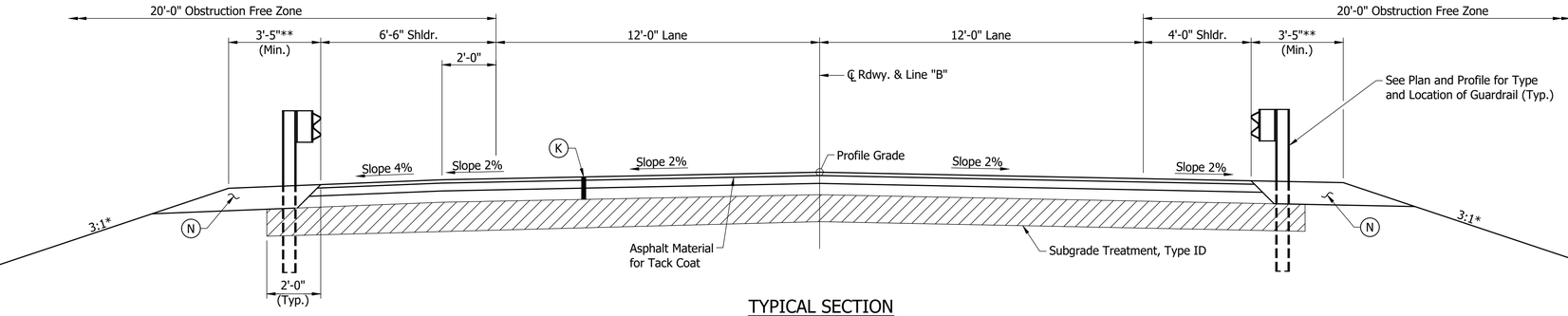
STA.909+60.00 "B" to STA.911+20.00 "B"
Scale: 3/8"=1'-0"

LEGEND

- (N) Variable-Depth Compacted Aggregate, No.53
- (K) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 385#/Syd QC-QA-HMA, 2, 64, Intermediate, 19 mm, on Compacted Aggregate, No.53, Base (Variable Depth, 5" min.) on Subgrade Treatment, Type ID
- (R) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 385#/Syd QC-QA-HMA, 2, 64, Intermediate, 19 mm, on Surface Milling (up to 3.5")
- (W) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on Widening with HMA, Type B consisting of: 275#/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate, No.53, Base on Subgrade Treatment, Type ID

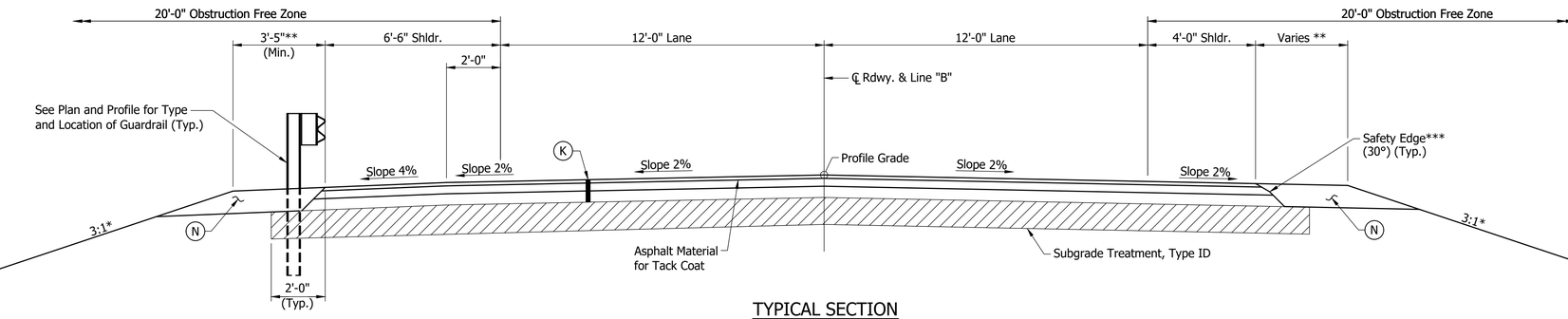
* See Cross Sections for slope.
** See Std.Dwg.No.E601-GRET-06 for Grading required around OS End Treatment.
*** Safety Edge (30°) applicable to Surface and Intermediate Layers only. Not required for sections with guardrail.

NOTE TO REVIEWER:
Pavement material shown above is a place holder. Actual pavement material will be shown when the pavement design is completed.



TYPICAL SECTION

STA.911+20.00 "B" TO STA.912+00.00 "B"
Scale: 3/8"=1'-0"



TYPICAL SECTION

STA.912+00.00 "B" TO STA.912+20.00 "B"
Scale: 3/8"=1'-0"

Note:
The pavement safety edge is not required in locations of curb, guardrail, or barrier rail; however, the Contractor has the option to construct the pavement safety edge within these limits if they choose.

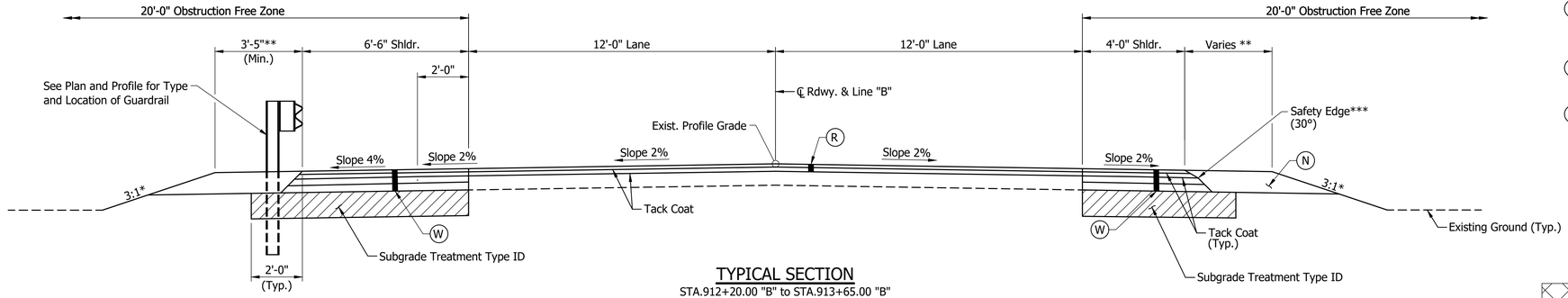
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: JJA | DRAWN: MEN
CHECKED: JAP | CHECKED: JAP

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260
DRAWING NO.	SHEETS
	3 of 29
CONTRACT	PROJECT
R-40426	1602260



TYPICAL SECTION

STA.912+20.00 "B" to STA.913+65.00 "B"
Scale: 3/8"=1'-0"

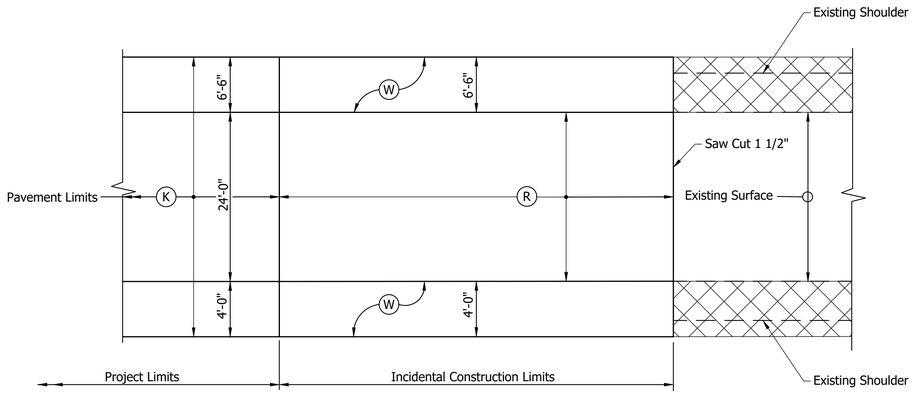
LEGEND

- (N) Variable-Depth Compacted Aggregate, No.53
- (K) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 385#/Syd QC-QA-HMA, 2, 64, Intermediate, 19 mm, on Compacted Aggregate, No.53, Base (Variable Depth, 5" min.) on Subgrade Treatment, Type ID
- (R) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 385#/Syd QC-QA-HMA, 2, 64, Intermediate, 19 mm, on Surface Milling (up to 3.5")
- (W) 165#/Syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on Widening with HMA, Type B consisting of: 275#/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate, No.53, Base on Subgrade Treatment, Type ID

* See Cross Sections for slope.
** See Std.Dwg.No.E601-GRET-06 for Grading required around OS End Treatment.
*** Safety Edge (30°) applicable to Surface and Intermediate Layers only.

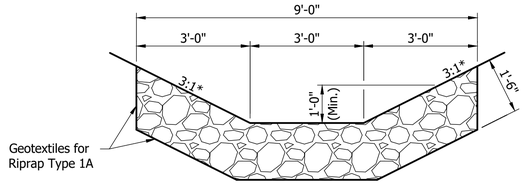
Shoulder Strengthening & Widening.
(See Maintenance of Traffic Details for Limits.)

NOTE TO REVIEWER:
Pavement material shown above is a place holder. Actual pavement material will be shown when the pavement design is completed.



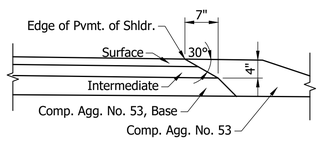
DETAIL - MATCHING EXISTING ROADWAY

(REQ'D. @ EACH END OF PROJECT)
No Scale



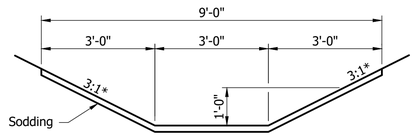
TYP. REVETMENT RIPRAP FLAT BOTTOM DITCH (R.R.S.D.)

Scale: 1/2"=1'-0"



30° SAFTY EDGE

Scale: 3/4" = 1'-0"



TYP. SODDED FLAT BOTTOM DITCH

Scale: 1/2"=1'-0"

Note:
The pavement safety edge is not required in locations of curb, guardrail, or barrier rail; however, the Contractor has the option to construct the pavement safety edge within these limits if they choose.

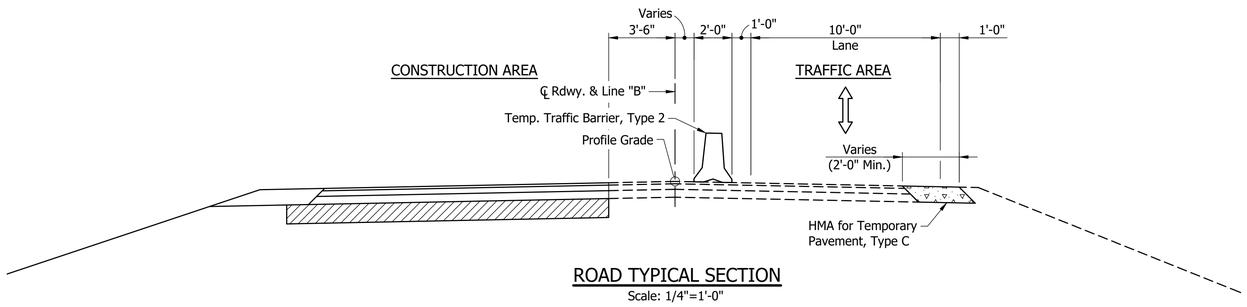
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JJA | DRAWN: MEN
CHECKED: JAP | CHECKED: JAP

INDIANA
DEPARTMENT OF TRANSPORTATION

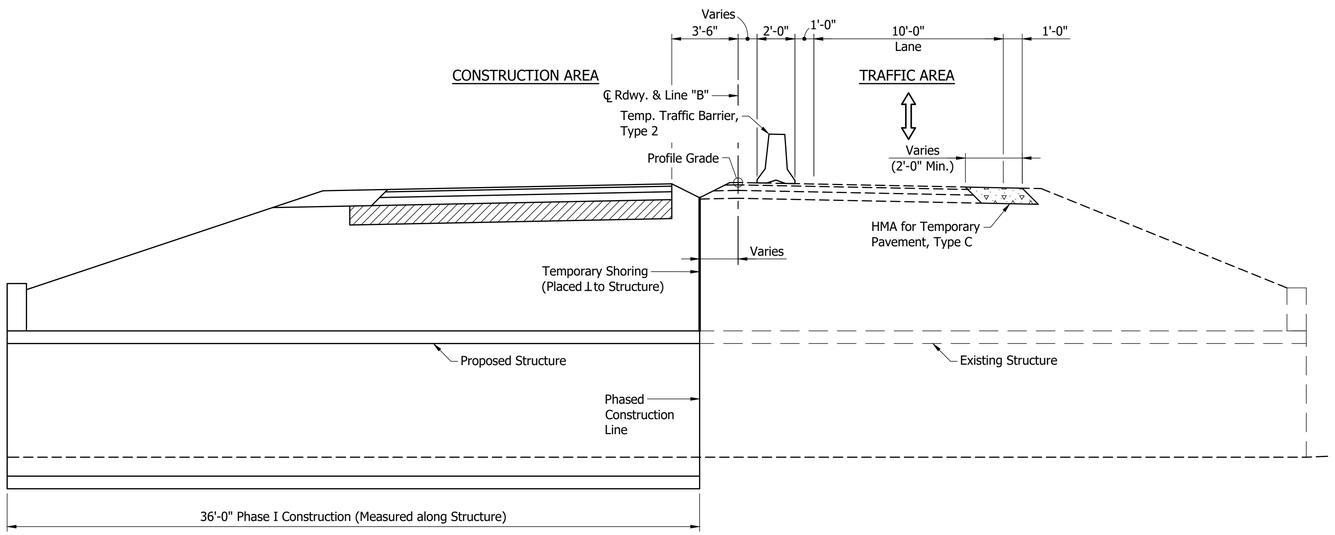
TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260
DRAWING NO.	SHEETS
	4 of 29
CONTRACT	PROJECT
R-40426	1602260



ROAD TYPICAL SECTION

Scale: 1/4"=1'-0"



STRUCTURE TYPICAL SECTION

Scale: 1/4"=1'-0"

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. The Maintenance of Traffic listed here is only a recommendation and should the Contractor desire to adopt another Method of Maintaining Traffic during Construction, it shall be submitted to the Engineer for Review and Approval in advance of the Commencement of Work in the Affected Area.
2. All Construction Signs, Drums, and Barricades shall be Equipped with Construction Warning Lights, Type A.
3. Actual construction sign location shall be determined by the Engineer. The locations shown are approximate and may be adjusted by the Engineer.
4. Existing Pavement Markings that conflict with the Maintenance of Traffic Scheme shall be removed prior to construction.
5. The Contractor shall Furnish, Erect and Maintain all construction signs and barricades as shown.
6. Maintenance of Traffic shall be in accordance with Section 104.04 and the Indiana Manual on Uniform Traffic Control Devices, dated, 2011, with Revision #1-#3, and the Maintaining Traffic Sequence for Individual Segments as detailed.
7. Remove snowplowable raised pavement markers as necessary where centerline markings are to be removed. The snowplowable raised pavement markers shall be replaced.
8. Portable Changeable Message Signs to be utilized as directed by the Engineer.
9. The Contractor to cover 55 mph Speed Limit signs located within the Advanced sign Placement Plan.
10. Place Temporary Buzz Strips at both Approaches.
11. Access to Residential Drives to be maintained at all times.

LEGEND

- Detection Zone
- Construction Zone
- HMA for Temporary Pavement, Type C
- HMA for Widening
  165#/Syd QC?QA-HMA, 2, 64, Surface, 9.5 mm, on
  Widening with HMA, Type B consisting of:
  275#/Syd HMA Intermediate, Type B, on
  6" Compacted Aggregate, No.53, Base on
  Subgrade Treatment, Type ID
- Temporary Pole for Single Span
- Push Button
- Construction Sign and Supports
- Construction Drums
- Low Intensity Construction Warning Light Type A
- Directional Traffic
- Portable Changeable Message Sign
- Line Removal
- Temporary Traffic Barrier, Type 2
- Energy Absorbing Terminal, CZ, TL-2
- 1-Way, 3-Section (12" Red, 12" Amber, 12" Green) Signal Indication
- (A) Barricade Type III-B & Road Closure Sign Assembly
- (B) Barricade Type III-B
- (64) Temporary Pavement Marking, Non-Removable, 4 in. (White)
- (65) Temporary Pavement Marking, Removable, 4 in. (Yellow)
- (66) Temporary Pavement Marking, Removable, 4 in. (Yellow)
- (70) Temporary Transverse Pavement Marking, Removable, 24 in. (White)

Type "A" Construction Signs

- (1) R11-2 Road Closed

MAINTENANCE OF TRAFFIC - PHASE I

ITEM	QUANTITY
Construction Sign, A	EA
Construction Sign, B	EA
Maintaining Traffic	LS
Barricade, III-A	LFT
Temporary Traffic Barrier, Type 2	LFT
HMA for Temporary Pavement, Type C	TON
Joint Adhesive Surface	LFT
Joint Adhesive Intermediate	LFT
Liquid Asphalt Sealant	LFT
Subgrade Treatment, Type IB	SYS
Asphalt for Tack Coat	TON
Portable Changeable Message Sign	EA
Temporary Pavement Marking, Non-Removable, 4 In. (White)	LFT
Temporary Pavement Marking, Removable, 4 In. (White)	LFT
Temporary Transverse Pavement Marking, Removable, 24 In. (White)	LFT
Portable Signal	LS
Temporary Buzz Strips	LFT
Line, Remove	LFT
Snowplowable Raised Pavement Marker, Remove	EA
Road Closure Sign Assembly	EA

MAINTENANCE OF TRAFFIC - TOTAL QUANTITIES

ITEM	QUANTITY
Construction Sign, A	EA
Construction Sign, B	EA
Maintaining Traffic	LS
Barricade, III-A	LFT
Temporary Traffic Barrier, Type 2	LFT
HMA for Temporary Pavement, Type C	TON
Joint Adhesive Surface	LFT
Joint Adhesive Intermediate	LFT
Liquid Asphalt Sealant	LFT
Subgrade Treatment, Type IB	SYS
Asphalt for Tack Coat	TON
Portable Changeable Message Sign	EA
Temporary Pavement Marking, Non-Removable, 4 In. (White)	LFT
Temporary Pavement Marking, Removable, 4 In. (White)	LFT
Temporary Transverse Pavement Marking, Removable, 24 In. (White)	LFT
Portable Signal	LS
Temporary Buzz Strips	LFT
Line, Remove	LFT
Snowplowable Raised Pavement Marker, Remove	EA
Road Closure Sign Assembly	EA

Notes:

For Additional Maintenance of Traffic Details, see Shts.7 - 8.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

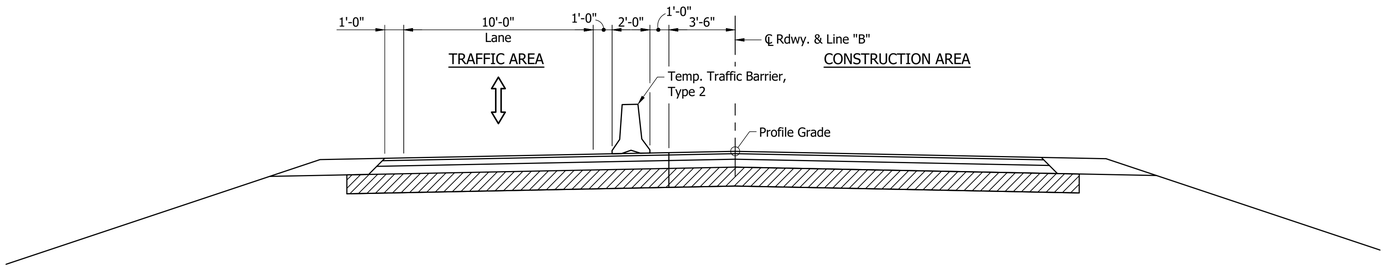
DESIGNED: JAP | DRAWN: NW

CHECKED: SJM | CHECKED: JAP

INDIANA
DEPARTMENT OF TRANSPORTATION

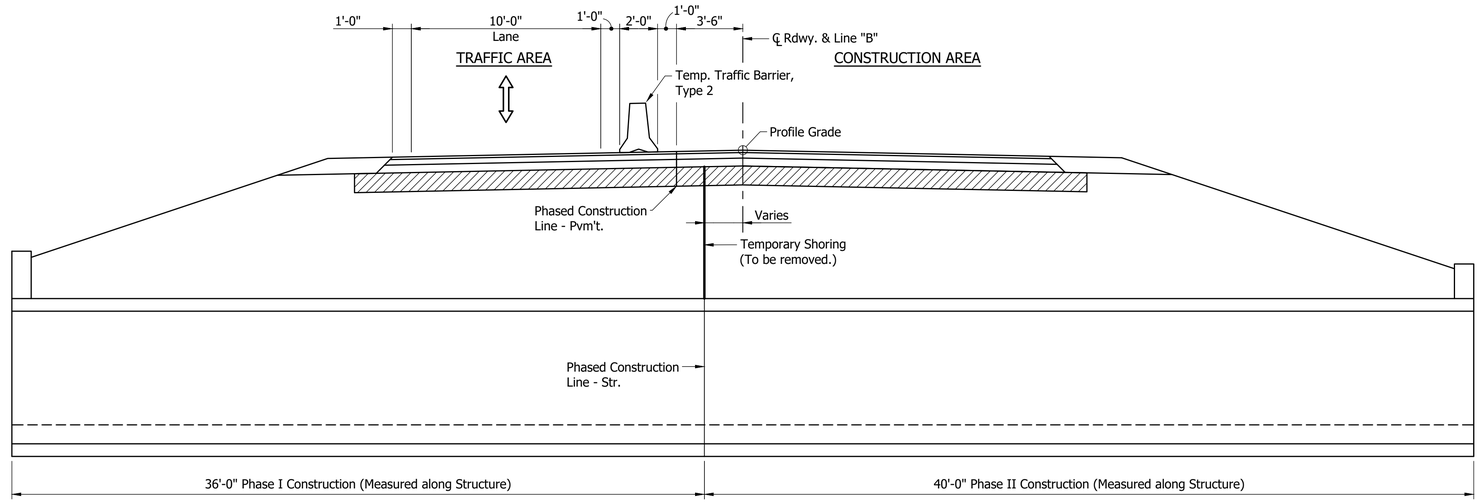
MAINTENANCE OF TRAFFIC
PHASE I

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260
DRAWING NO.	SHEETS
	6 of 29
CONTRACT	PROJECT
R-40426	1602260



ROAD TYPICAL SECTION

Scale: 1/4"=1'-0"



STRUCTURE TYPICAL SECTION

Scale: 1/4"=1'-0"

MAINTENANCE OF TRAFFIC - PHASE II

ITEM	QUANTITY
Construction Sign, A	EA
Construction Sign, B	EA
Maintaining Traffic	LS
Barricade, III-A	LFT
Temporary Traffic Barrier, Type 2	LFT
HMA for Temporary Pavement, Type C	TON
Joint Adhesive Surface	LFT
Joint Adhesive Intermediate	LFT
Liquid Asphalt Sealant	LFT
Subgrade Treatment, Type IB	SYS
Asphalt for Tack Coat	TON
Portable Changeable Message Sign	EA
Temporary Pavement Marking, Non-Removable, 4 In. (White)	LFT
Temporary Pavement Marking, Removable, 4 In. (White)	LFT
Temporary Transverse Pavement Marking, Removable, 24 In. (White)	LFT
Portable Signal	LS
Temporary Buzz Strips	LFT
Line, Remove	LFT
Snowplowable Raised Pavement Marker, Remove	EA
Road Closure Sign Assembly	EA

Notes:

For Legend & Maintenance of Traffic General Notes, see Sht.6.

For Additional Maintenance of Traffic Details, see Shts.10 - 11.

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: JAP DRAWN: NW

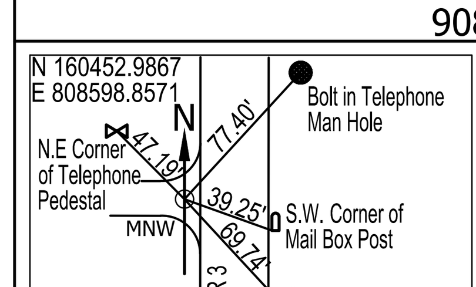
CHECKED: SJM CHECKED: JAP

INDIANA
DEPARTMENT OF TRANSPORTATION

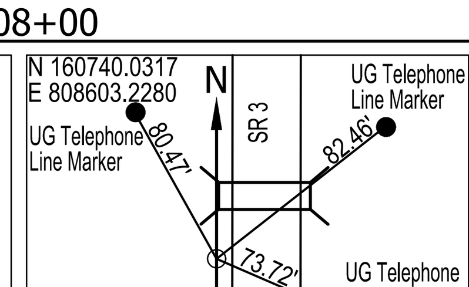
MAINTENANCE OF TRAFFIC
PHASE II

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260

DRAWING NO.	SHEETS
	9 of 29
CONTRACT	PROJECT
R-40426	1602260



CONTROL PT. #101



CONTROL PT. #300

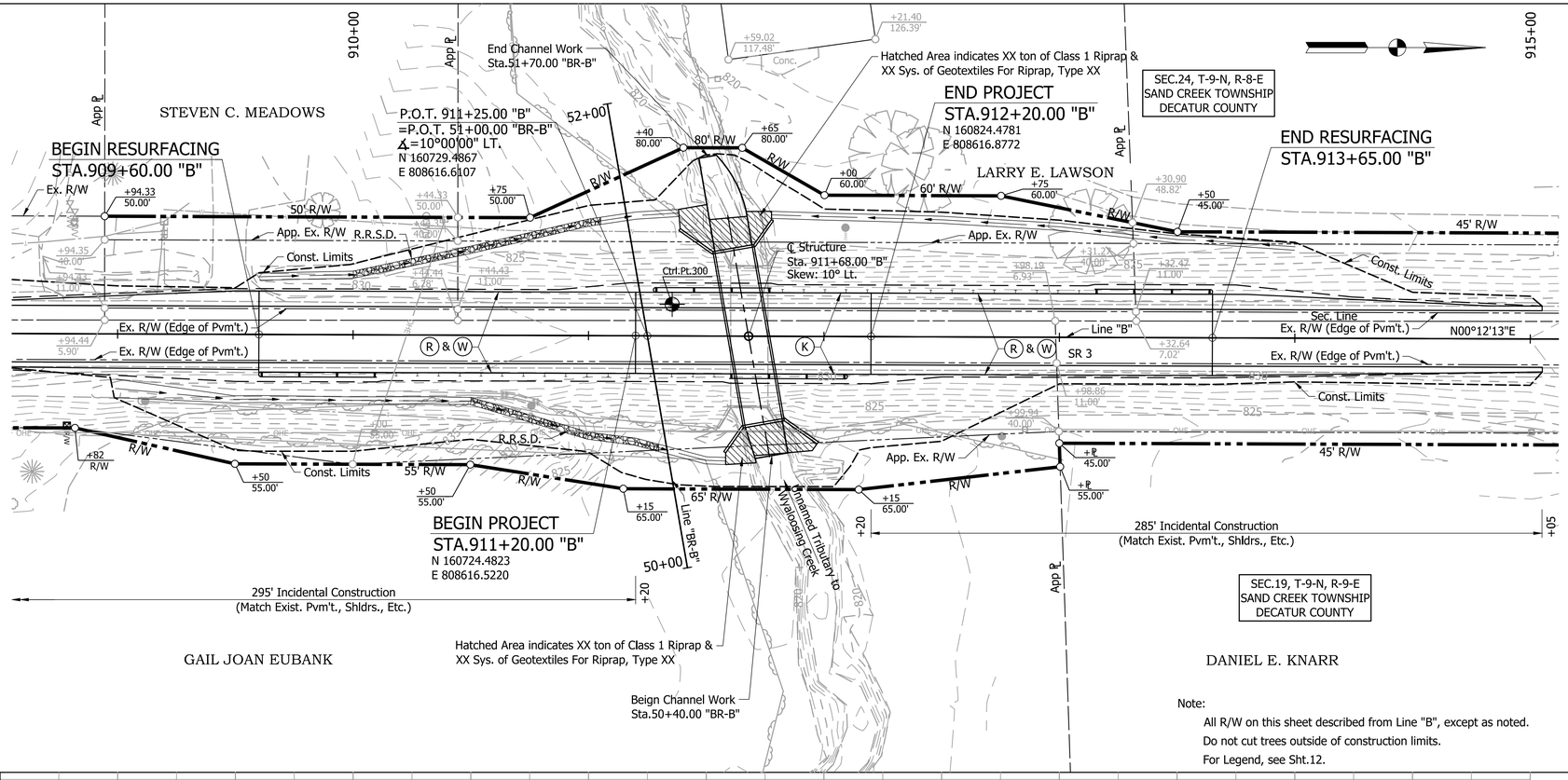
aallen | p:\180022 - seymour district sr 3 des 1602260\02bridge\04plans\180022- sr3 plan and profile.dwg | plan profile | 8/31/2020 3:35:35 PM ||

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER — DATE
DESIGNED: JAP	DRAWN: MEN
CHECKED: DRT	CHECKED: JAP

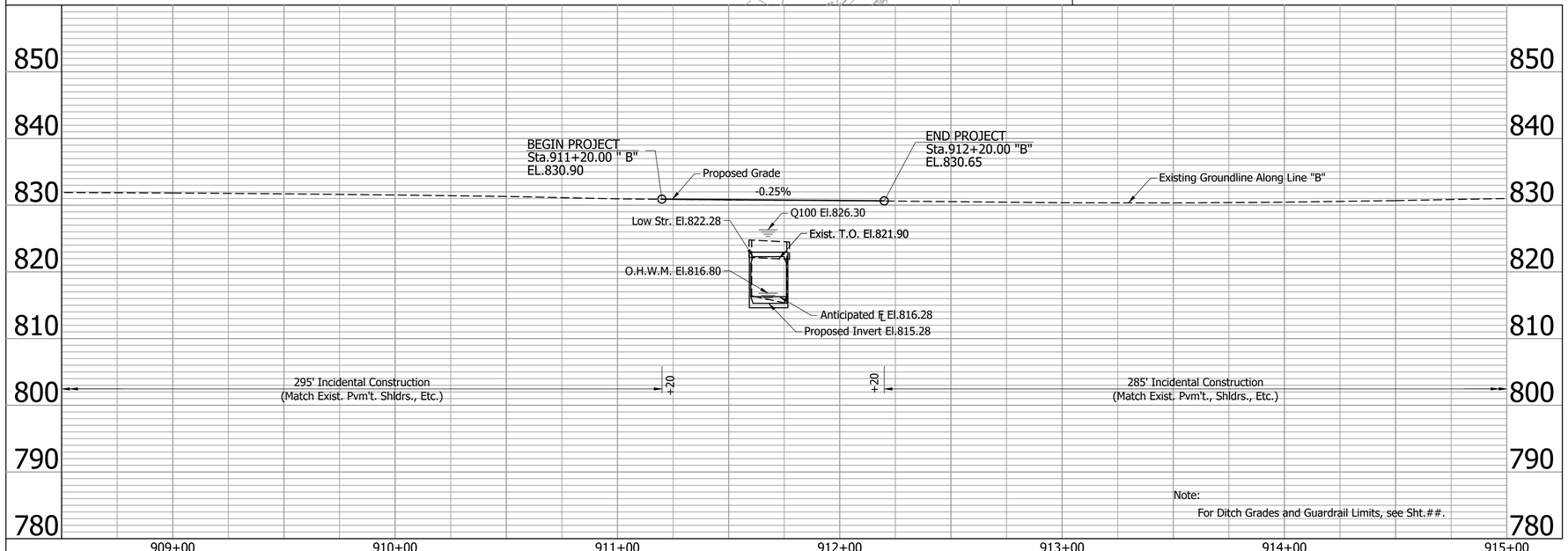
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
1"=10'	1602260
DRAWING NO.	SHEETS
	12 of 29
CONTRACT	PROJECT
R-40426	1602260



Note:
All R/W on this sheet described from Line "B", except as noted.
Do not cut trees outside of construction limits.
For Legend, see Sht.12.



Note:
For Ditch Grades and Guardrail Limits, see Sht.##.

EXISTING STRUCTURE

Existing Structure is a Single Span (15'-9") Reinforced Concrete Slab with a 34'-6" Clear Roadway. (To Be Removed)

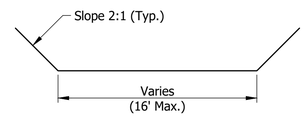
EARTHWORK SUMMARY

Common Excavation	XX Cys
Usable Common Excavation (20%)	XX Cys
Fill + 20%	XX Cys
Borrow	XX Cys

The estimated quantities for Benching are XX Cys for Cut and XX Cys for Fill and are not included in the Earthwork Summary.

HYDRAULIC DATA

Drainage Area	1.55 Sq Mi
Design Discharge, Q100	1000 cfs
High Water Elevation, Q100	El.826.30
Existing Culvert	
Waterway Area below Q100	
Net Area thru Culvert	90.9 Sft
Gross Area thru Culvert	90.9 Sft
Area over Road, Q100	0.0 Sft
Outlet Velocity thru Culvert	11.30 ft/sec
Backwater, Q100	3.52 ft
Low Structure Elevation	El.821.90
Proposed Culvert	
Waterway Area below Q100	
Net Area thru Culvert	95.0 Sft
Provided Gross Area thru Culvert	95.0 Sft
Area over Road, Q100	0.0 Sft
Outlet Velocity thru Culvert	10.53 ft/sec
Backwater, Q100	3.09 ft
Proposed Low Structure Elevation	El.822.28
Skew	10° Lt
Flowline Elevation (@ Upstream Coping)	El.816.28



TYPICAL CHANNEL SECTION

No Scale

PRECAST REINFORCED CONCRETE BOX
1 SPAN: 16'
34'-6" CLEAR ROADWAY SKEW: 10° LT.
SR 3 OVER UNNAMED TRIBUTARY
TO WYALOOSING CREEK
DECATUR COUNTY

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

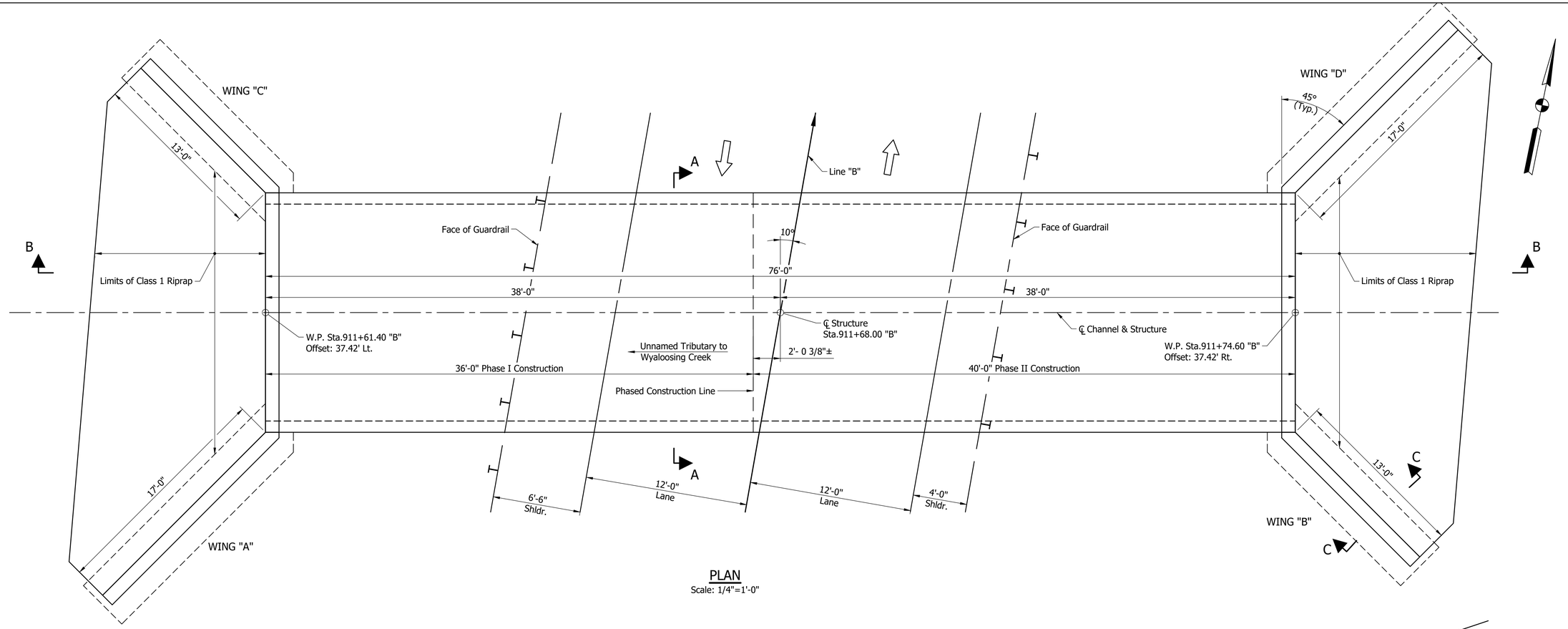
DESIGNED: JJA DRAWN: MEN

CHECKED: JAP CHECKED: JAP

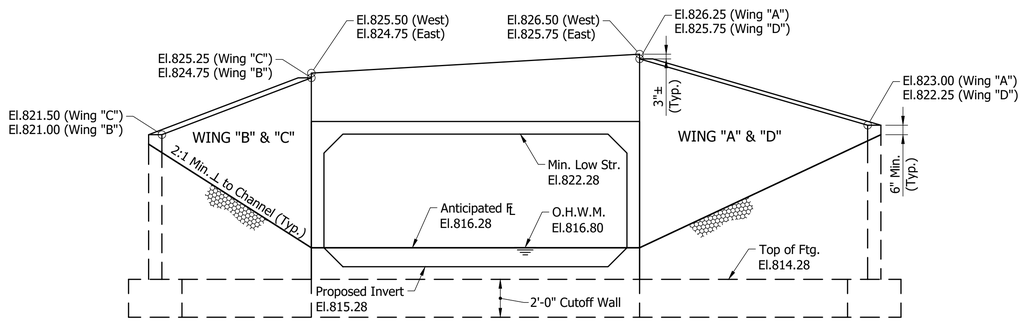
INDIANA
DEPARTMENT OF TRANSPORTATION

LAYOUT
LINE "B"

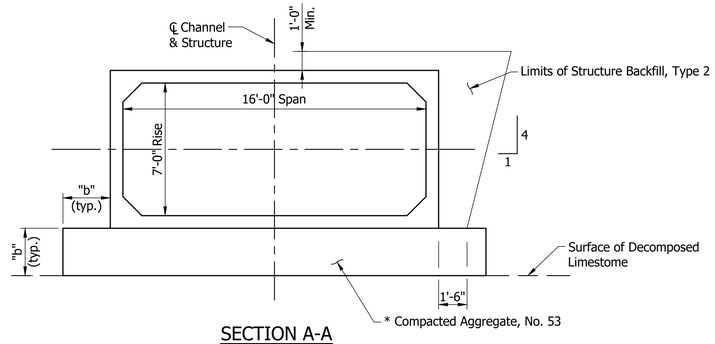
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
1"=10'	1602260
DRAWING NO.	SHEETS
	15 of 29
CONTRACT	PROJECT
R-40426	1602260



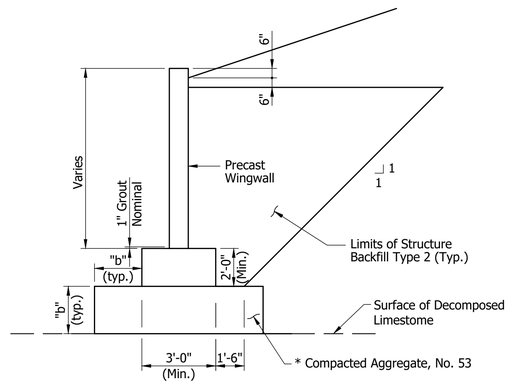
PLAN
Scale: 1/4"=1'-0"



ELEVATION
Scale: 1/4"=1'-0"



SECTION A-A
Scale: 1/4"=1'-0"



SECTION C-C
Scale: 1/4"=1'-0"

* The Contractor shall over excavate the existing soil to the surface of the decomposed limestone. Compacted aggregate No. 53 shall be placed between the elevation of the bottom of the box or foundation and the elevation of the decomposed limestone. If the depth of this over excavation "b" exceed 30 inches, contact the INDOT office of Geotechnical services.

Notes:

For General Notes and Design Data, see Sht.17.

For Section B-B, see Sht.17.

PRECAST REINFORCED CONCRETE BOX
1 SPAN: 16'
34'-6" CLEAR ROADWAY SKEW: 10° LT.
SR 3 OVER UNNAMED TRIBUTARY
TO WYALOOSING CREEK
DECATUR COUNTY

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: JJA | DRAWN: MEN

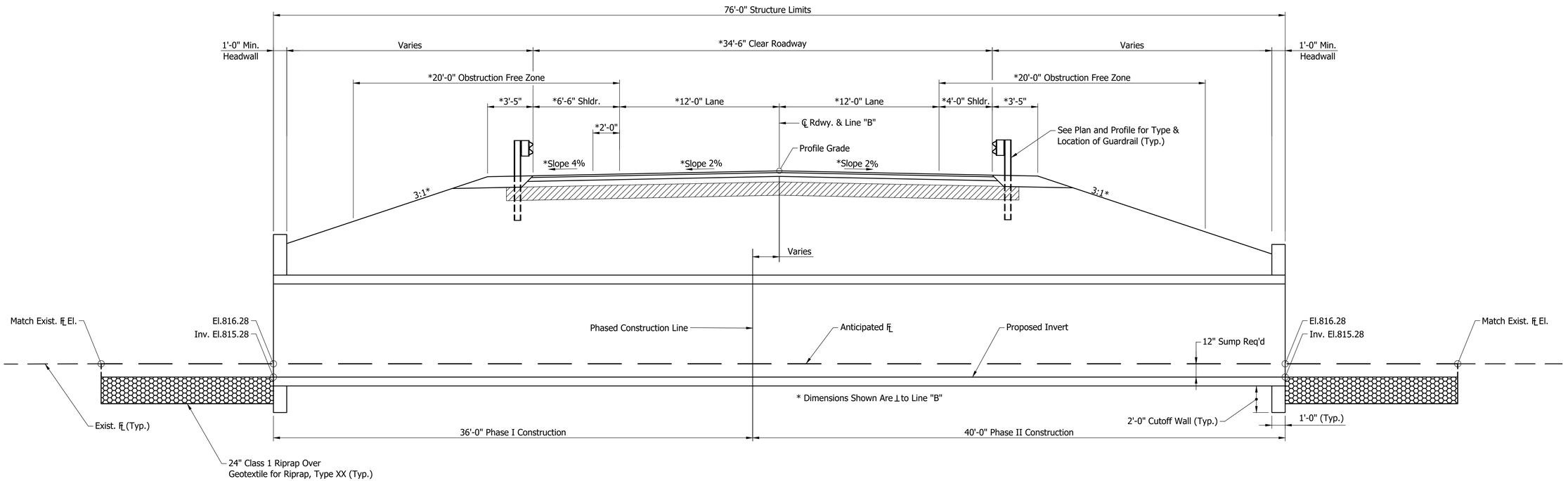
CHECKED: JAP | CHECKED: JAP

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260

DRAWING NO.	SHEETS
	16 of 29
CONTRACT	PROJECT
R-40426	1602260



SECTION B-B

Scale: 1/4"=1'-0"

Notes to Reviewer:

The proposed riprap was not tapered to match the existing flowline elevation at the request of INDOT hydraulics.

SOIL PARAMETERS FOR FOOTING/WINGWALL DESIGN	
Bearing Resistance Factor (ϕ_b)	0.45
Nominal Bearing Resistance (q_n)	8000 ksf
Factored Bearing Resistance (q_R)	3600 ksf
Friction Factor between Footing and Foundation soil	0.42
Cohesion of Foundation Soil (C)	NA
Adhesion of foundation Soil (C_a)	NA
Angle of Internal Friction of Foundation Soil (ϕ)	34°
Friction Angle Between Wall and Backfill (δ_f)	20°

WINGWALL INFORMATION		
	AREAS	LENGTH
Wing "A"	176 Sft.	17'-0"
Wing "B"	112 Sft.	13'-0"
Wing "C"	119 Sft.	13'-0"
Wing "D"	163 Sft.	17'-0"

GENERAL NOTES

Reinforcing steel covering in footings and base slab shall be 3" in the top and sides and 4" in the bottom. All other parts to be 2" unless otherwise noted.

Alternate Cast-In-Place Wingwalls may be substituted for the Precast Wingwall shown in Section C-C.

Contractor shall verify the existing flowline elevation to set appropriate sump depth. (1.0' Sump)

Wingwalls to be set on outside of the ends of the precast four-sided structure. The minimum width for the wingwall footing shall be 3'-0".

The exposed faces of C.I.P. headwalls to be sealed in accordance with Article 702.21 of the Specifications. (Estimated Quantity = XXX Sft.)

An alternative Three - Sided Flat Top Culvert with 16' perpendicular span and 7' rise (6'-11" Hydraulic Rise) may be substituted for the structure shown.

An alternative Three - Sided Arch Top Culvert with 16' perpendicular span and 7' rise (7'-4" Hydraulic Rise) may be substituted for the structure shown.

An alternative Three - Sided Tru-Arch structure shall not be used.

DESIGN DATA

LIVE LOAD: Designed for HL-93 loading in accordance with 2017 AASHTO LRFD Bridge Design Specifications and all subsequent interims.

DEAD LOAD: Actual weight plus 35 psf (composite) for future wearing surface.

DESIGN STRENGTHS: To be in accordance with 2017 AASHTO LRFD Bridge Design Specifications and all subsequent interims.

CONCRETE:
Class "A": f'c=3500 psi
Class "B": f'c=3000 psi
Class "C": f'c=4000 psi

REINFORCING STEEL:
Grade 60: fy=60,000 psi

PRECAST REINFORCED CONCRETE BOX
1 SPAN: 16'
34'-6" CLEAR ROADWAY SKEW: 10° LT.
SR 3 OVER UNNAMED TRIBUTARY
TO WYALOOSING CREEK
DECATUR COUNTY

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JJA | DRAWN: MEN

CHECKED: JAP | CHECKED: JAP

INDIANA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	CV 003-016-60.37
VERTICAL SCALE	DESIGNATION
AS NOTED	1602260
DRAWING NO.	SHEETS
	17 of 29
CONTRACT	PROJECT
R-40426	1602260

aallen | p:\180022 - seymour district sr 3 des 1602260\02bridge\04plans\180022- sht general plan.dwg | general plan 02 | 8/31/2020 3:36:26 PM ||

Appendix C:

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

100NorthSenate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

SAMPLE EARLY COORDINATION LETTER

January 31, 2019

Early Coordination Agency

Re: Des. Nos 1602260, Small Structure Replacement Project over Un – Named Tributary to Wyaloosing Creek on SR 3, 16.17 Miles North of SR 7, Decatur County, Indiana

Dear Early Coordination Agency:

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the referenced small structure in south – central Decatur County, Indiana. This letter is part of the early coordination phase of the environmental review process. As the agent for INDOT, Beam Longest Neff (BLN) request your review of the enclosed information. Please provide a written evaluation of potential project impacts upon those resources under your jurisdiction. Please use the referenced project number in your reply. We will incorporate your comments into a study of the environmental impacts of the proposed project.

This project is located on SR 3, 16.17 miles north of SR 7 in south – central Decatur County, Indiana. This section of SR 3 is a two lane Rural Principal Arterial. The existing SR 3 approach cross - section consists of two 11foot wide lanes bordered by 1-foot wide asphalt usable shoulders. Shallow roadside ditches exists along SR 3 in the vicinity of the structure. The existing small structure (#CV 003-016-60.37) is a 14-foot span by nine foot rise concrete slabtop culvert under shallow fill. The culvert is 80 feet in length. The west headwall has spalling with exposed rebar. Moisture is penetrating through the ceiling of the culvert with spalling and calcium deposits (efflorescence) present. There is scaling with efflorescence on the ends of the slab. The approximate existing right-of-way is 12 feet wide on each side of the centerline throughout the project area.

The proposed project includes the replacement of the existing single span flat slab structure with a new structure on the existing alignment. It is anticipated that the new structure will be a 3-sided or 4-sided precast concrete box type bridge. The approaches will consist of two 12-foot travel lanes with 4-foot usable shoulders. It is anticipated that the approach reconstruction will extend approximately 200 feet to the north and south of the structure along SR 3. A 55-mph design speed will be used for this project. Full closure of SR 3 will be required throughout construction. The established detour would follow SR 3 to SR 7 to SR 46 to bypass the construction. A temporary runaround will not be used. The project requires the acquisition of approximately 0.9 acre of permanent right-of-way. Proposed right-of-way widths along SR 3 would be 50 feet from centerline.

Land use in the vicinity of the project is primarily agricultural and rural residential. The UNT at SR 3 is classified as a Riverine wetland. A Freshwater Emergent wetland is mapped south of the structure on the east bank. No floodplains are documented in the project area; refer to the attached National Wetlands Inventory Map and Floodplain Map, respectively. As a part of our services, BLN will prepare a Waters of the US Report (WOUSR) including wetland

determinations as appropriate. This project qualifies for application of the US Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the federally – endangered Indiana bat and the Northern Long-Eared bat. The USFWS will be supplied with a project information form for review separately. In addition, we will employ Qualified Professionals (QPs) to investigate the additional right-of-way for archaeological and historic resources for compliance with Section 106 of the National Historic Preservation Act (NHPA). The results of this investigation will be forwarded to the Indiana State Historic Preservation Officer (IN SHPO) for review and concurrence.

Should we not receive your response **within 30 calendar days** of the date of this letter, it will be assumed that your agency has no comment on potential adverse effects as a result of the proposed project. However, if an extension to the response time is necessary, a reasonable amount could be granted upon request. If you have any questions, or if we can be of any further assistance, plea as contact either Mr. Brad Williamson, INDOT Project Manager at bwilliamson@indot.in.gov or telephone 812-524-3971 or this office at jvlach@b-l-n.com and telephone 317-849-5832, ext. 3031. Thank you for your cooperation.

Very truly yours,

Jeffrey A. Vlach
Chief Environmental Analyst
Beam Longest Neff

Attachments:
Early Coordination Mailing List
Maps (Location, Topographic, Aerial NWI, Floodplain)
Ground-Level Photographs

GRAPHICS PROVIDED IN ECL ARE SHOWN IN APPENDIX B

EARLY COORDINATION
MAILING LIST

Mr. Robert Dirks
Federal Highway Administration
Federal Office Building, Room 254
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Mr. David Dye
Environmental Scoping Manager
INDOT, Seymour District
185 Agrico Lane
Seymour, IN 47274

Ms. Jill Reinhart
Acting State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, Indiana 46278

Mr. Nick Chevas
Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102

Ms. Nancy Hasenmueller, Section Head
Environmental Geology Section
Indiana Geological Survey
611 North Walnut Grove
Bloomington, Indiana 47405

Ms. Christie Stanifer, Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington St, Room W273
Indianapolis, IN 46204-2781

Mr. James Kinder
Indiana Department of Transportation, Aviation Section
Indiana Government Center North, Room N901
100 North Senate Avenue
Indianapolis, Indiana 46204

Mr. Rickie Clark, Public Hearings Manager
Indiana Department of Transportation
Office of Communications
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Indiana Department of Environmental Management
Electronic Early Coordination website

Mr. James Sullivan
Drinking Water Branch/Groundwater Section
Indiana Department of Environmental Management
100 North Senate Avenue
Indianapolis, IN 46204

Mr. Greg McKay
U.S. Army Corps of Engineers
Louisville District
ATTN: CERLR - RDN
P.O. Box 59
Louisville, KY 40201 – 0059

Mr. Rick Nobbe
Mr. Mark kooris
Mr. Jerome Buening
Decatur County Board of
County Commissioners
150 Court House Square
Greensburg, Indiana 47240

Mr. Mark Mohr
Decatur County Highway Supervisor
781 E. Base Road
Greensburg, Indiana 47240

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

January 31, 2019

Jeffery A. Vlach
Beam, Longest and Neff, L.L.C.
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Dear Mr. Vlach:

The proposed project to replace the small structure that carries State Road 3 over an unnamed tributary to Wyaloosing Creek in Decatur County, Indiana (Des. No. 1602260), as referred to in your letter received January 31, 2019, will cause a conversion of prime farmland.

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

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

Sincerely,

JERRY RAYNOR
Digitally signed by JERRY RAYNOR
Date: 2019.02.01 14:16:54 -05'00'

JERRY RAYNOR
State Conservationist

Enclosures

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project **Des1602260 Small Structure Replacement**	5. Federal Agency Involved	
2. Type of Project	6. County and State **Decatur County, Indiana**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS **1/31/19**	2. Person Completing Form **DP**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ✔ NO		4. Acres Irrigated | Average Farm Size **226 Ac**
5. Major Crop(s) **Corn**	6. Farmable Land in Government Jurisdiction **Acres: 238,816 % 95**	7. Amount of Farmland As Defined in FPPA **Acres: 195,083 % 82**
8. Name Of Land Evaluation System Used **LESA**	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS **1/31/19**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment : Corridor 1	Corridor 2	Corridor 3	Corridor 4
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0.00	0.00	0.00	0.00
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	0.90			
B. Total Acres Statewide And 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	72.0			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	68			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	14			
2. Perimeter in Nonurban Use — 10	10			
3. Percent Of Corridor Being Farmed — 20	19			
4. Protection Provided By State And Local Government — 20	0			
5. Size of Present Farm Unit Compared To Average — 10	10			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	5			
8. On-Farm Investments — 20	19			
9. Effects Of Conversion On Farm Support Services — 25	0			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	77	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	68			
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	77	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	145	0	0	0

1. Corridor Selected: 1	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
1	0.9 Ac	2/11/19	YES ☐ NO ☑

5. Reason For Selection:

SCORE IS LESS THAN 160; NO OTHER ALTERNATIVE SITES EVALUATED.

Signature of Person Completing this Part: Jeffrey W Reed DATE 2/11/19

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

Clear Form

INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID:	180022
Des. ID:	180022
Project Title:	1602260
Name of Organization:	Beam Longest Neff
Requested by:	Jeff Vlach

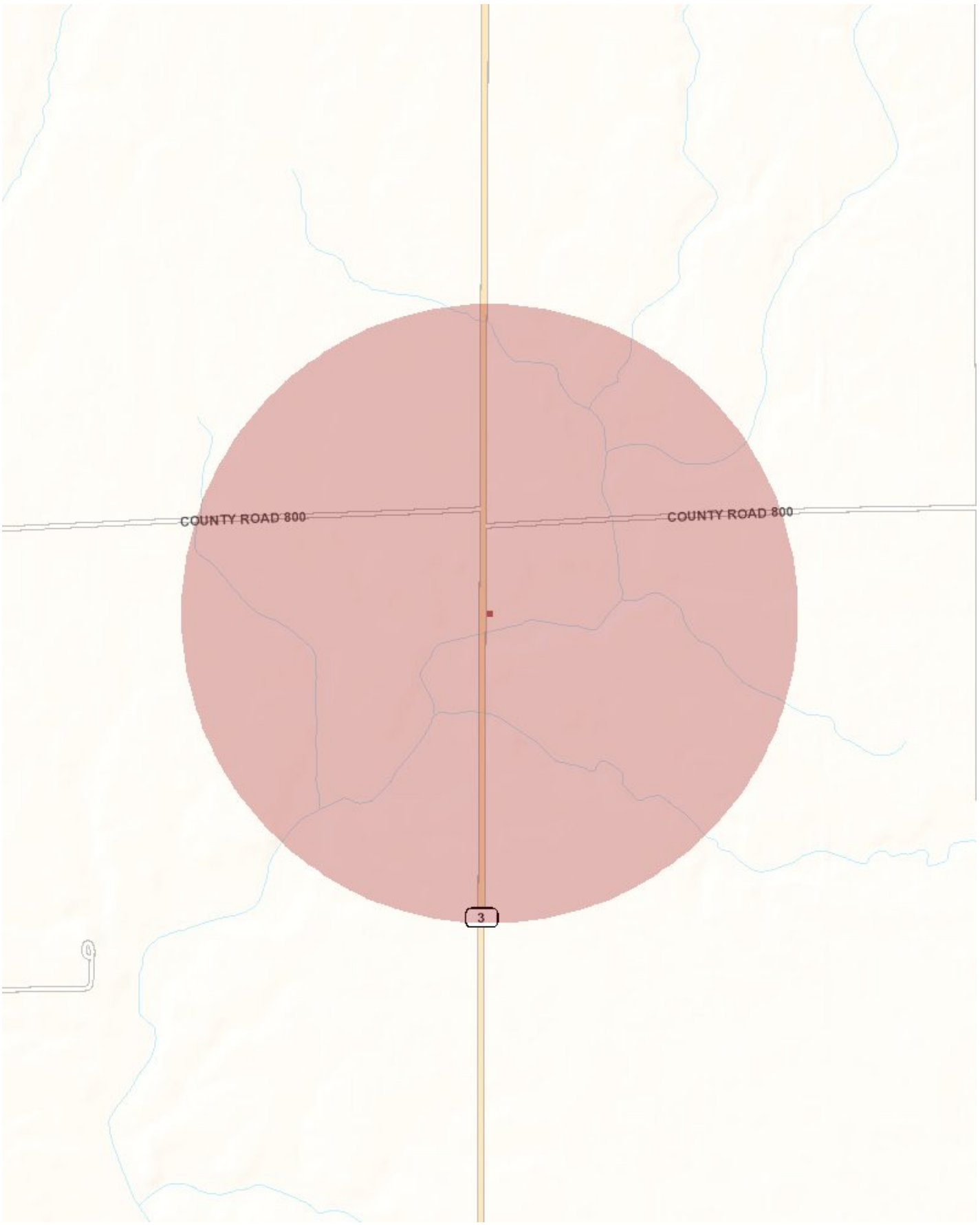
Environmental Assessment Report

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

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

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

Date: February 11, 2019



Metadata:

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

THIS IS NOT A PERMIT

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

DNR #: ER-21201 **Request Received:** January 31, 2019

Requestor: Beam, Longest and Neff, LLC
Jeffery A Vlach
8126 Castleton Road
Indianapolis, IN 46250-2007

Project: SR 3 small structure (#CV 003-016-60.37) replacement over UNT Wyaloosing Creek, 16.17 miles north of SR 7; Des #1602260

County/Site info: Decatur

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

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

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

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

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

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

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed.

Attachments: A - Bridge Exemption Criteria

Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf).

If riprap is placed within the structure to protect the footings, it should not extend from the edge of the structure more than 3 feet on each side.

2) Bank Stabilization & Wildlife Passage:
Minimize the use of riprap and use alternative erosion protection materials whenever possible. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: http://directives.sc.egov.usda.gov/17553.wba.

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

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

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

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

dbh or greater (5:1 mitigation based on the number of large trees). Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas in the floodway with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds/access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. Post "Do Not Mow or Spray" signs along the right-of-way.
10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
11. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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 **Date:** March 1, 2019
Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Attachments: A - Bridge Exemption Criteria

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

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

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

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

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

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

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

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

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

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

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

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT
Seymour District
100 N. Senate Avenue
IGCN, Room N 642
Indianapolis , IN 46204
Date

Beam Longest Neff
Jeff Vlach
8320 Craig Street
Indianapolis , IN 46250

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located on SR 3, 16.17 miles north of SR 7 in south – central Decatur County, Indiana. INDOT and FHWA proposes replacement of the existing single span structure over UNT to Wyaloosing Creek with a new concrete box bridge on the existing alignment. Road approaches will consist of two 12-foot lanes with 4-foot shoulders, which will be reconstructed for 200 feet north and south of the structure. Closure of SR 3 will be required during construction. Approximately 0.9 acre of permanent right-of-way will be acquired.

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 (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, Kosciosko, and Wells counties; smaller portions of Jasper, Starke, Marshall , Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm).

3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm (http://www.in.gov/idem/4384.htm) for the appropriate staff contact to further discuss your project.

5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
   - IC 14-26-2 Lakes Preservation Act 312 IAC 11
   - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code

- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

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

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

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

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

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

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

   The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) 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 is it the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at http://www.in.gov/idem/5284.htm (http://www.in.gov/idem/5284.htm), is used.

Signature(s) of the Applicant

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

Project Description

This project is located on SR 3, 16.17 miles north of SR 7 in south – central Decatur County, Indiana. INDOT and FHWA proposes replacement of the existing single span structure over UNT to Wyaloosing Creek with a new concrete box bridge on the existing alignment. Road approaches will consist of two 12-foot lanes with 4-foot shoulders, which will be reconstructed for 200 feet north and south of the structure. Closure of SR 3 will be required during construction. Approximately 0.9 acre of permanent right-of-way will be acquired.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: _____

Signature of the INDOT
Project Engineer or Other Responsible Agent Brad Williamson Digitally signed by Brad Williamson Date: 2019.02.05 11:37:22 -05'00'

Seymour District

Date: 2/5/19

Signature of the
For Hire Consultant Jeff Vlach

Jeff Vlach

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

February 1, 2019

66-33
Beam Longest Neff
Attention: Jeffrey A. Vlach
8126 Castleton Road
Indianapolis, Indiana 46250

RE: Wellhead Protection Area
Proximity Determination
Des No 1602260
Small Structure Replacement
Project over Un - Named Tributary to
Wyaloosing Creek on SR 3,
16.17 Miles North of SR 7, Decatur
County, Indiana

Dear Jeffrey A. Vlach,

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

Note: the Drinking Water Branch has launched a new 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 is 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

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: January 30, 2020
Consultation Code: 03E12000-2020-SLI-0685
Event Code: 03E12000-2020-E-03103
Project Name: Des #1602260 SR 3 over Wyaloosing Creek

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-0685

Event Code: 03E12000-2020-E-03103

Project Name: Des #1602260 SR 3 over Wyaloosing Creek

Project Type: TRANSPORTATION

Project Description: The proposed project consists of the replacement of the existing culvert (#003-016-60.37) that carries SR 3 over Wyaloosing Creek. The project is located approximately 16.17 miles North of SR 7 in Decatur County. The subject project includes the replacement of existing single span flat slab structure with a new structure on the present alignment. It is anticipated that the new structure will be a 3-sided or 4-sided box type bridge. The approaches will consist of two 12-foot through lanes with 3-foot usable shoulders. It is anticipated that the approach reconstruction will extend approximately 100 feet to the north and south of the structure. A 55-mph design speed will be used for this project. It is assumed that full closure of the roadway will be required throughout construction.

Approximately 1.35 acres of permanent right-of-way will be needed for the project. Approximately 0.2 acres of trees will be cleared. No permanent lighting will be installed. Construction is anticipated to begin in November of 2021.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.215195981055906N85.5751639412298W

Counties: Decatur, IN

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: February 07, 2020
Consultation Code: 03E12000-2020-I-0685
Event Code: 03E12000-2020-E-03433
Project Name: Des #1602260 SR 3 over Wyaloosing Creek

Subject: Concurrence verification letter for the 'Des #1602260 SR 3 over Wyaloosing Creek' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des #1602260 SR 3 over Wyaloosing Creek** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

Project Description

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

Name

Des #1602260 SR 3 over Wyaloosing Creek

Description

The proposed project consists of the replacement of the existing culvert (#003-016-60.37) that carries SR 3 over Wyaloosing Creek. The project is located approximately 16.17 miles North of SR 7 in Decatur County. The subject project includes the replacement of existing single span flat slab structure with a new structure on the present alignment. It is anticipated that the new structure will be a 3-sided or 4-sided box type bridge. The approaches will consist of two 12-foot through lanes with 3-foot usable shoulders. It is anticipated that the approach reconstruction will extend approximately 100 feet to the north and south of the structure. A 55-mph design speed will be used for this project. It is assumed that full closure of the roadway will be required throughout construction.

Approximately 1.35 acres of permanent right-of-way will be needed for the project. Approximately 0.2 acres of trees will be cleared. No permanent lighting will be installed. Construction is anticipated to begin in November of 2021.

Determination Key Result

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

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?
   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

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

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

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

    No

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

    Yes

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

    B) During the inactive season

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

    Yes

19. Will the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?

    No

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

    No

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

    Yes

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

    No

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

    No

24. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *Bat Inspection.pdf https://ecos.fws.gov/ipac/project/YQZJL7D725ADXNWTHRETRBDELM/projectDocuments/20057746*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

35. 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

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

    No

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

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

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

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

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

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

40. Is the 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

41. **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

42. **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

43. **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

44. **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

45. **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?

   Yes

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

   No

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.

   0.2

4. Please describe the proposed bridge work:

   Small Structure Replacement

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

   November 2021

6. Please enter the date of the bridge assessment:

   06/11/19

Avoidance And Minimization Measures (AMMs)

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

GENERAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

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

This key was last updated in IPaC on December 02, 2019. Keys are subject to periodic revision.

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

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

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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.

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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 *Myotis sodalis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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