Appendix C

Early Coordination

PARSONS

Office: +1 317.616.1000 / Fax: +1 317.616.1033
101 W. Ohio Street, Suite 2121| Indianapolis, IN 46204

March 17, 2020

Sample Early Coordination Letter (ECL)

«First» «Last_Name»
«Agency»
«Title_»
«Mailing_1»
«Mailing_2»
«City», «State» «Zip»

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

Re: Des. No.: 1383460, 1702864, & 1800168
Description: SR 22 Bridge Replacement and Road Reconstruction
1.82 miles north of SR 26 to SR 26
Grant County, Indiana

Dear «Sal» «Last_Name»,

INDOT and the Town of Upland are planning a bridge replacement, roadway reconstruction, and streetscape project on SR 22 in the Town of Upland. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The project is located in Sections 3, 10, and 15, Township 23 North, Range 9 East and Section 34, Township 24 North, Range 9 East, Grant County, Indiana, as shown on the Hartford City West, Indiana United States Geological Survey (USGS) 7.5 minute series topographical map (Attachments, page 2). The project is funded, in part, by the Federal Highway Administration (FHWA). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

Purpose and Need: The need for the SR 22 over Central Railroad of Indiana (CERA) Railroad bridge replacement project, Des. No. 1383460, stems from the deteriorating condition of the structure, INDOT Structure No. 22-27-02130A, along with several substandard elements. In the July 1, 2019 INDOT *Bridge Inspection Report*, the bridge superstructure was rated 5, fair condition. Issues include spalling, delamination, and minor section loss. The overall sufficiency rating of the structure was rated 75.8 out of a possible 100. Other deficiencies include a substandard vertical clearance of 22.4 feet (the minimum standard is 23.0 feet); substandard stopping site distance and intersection site distance criteria caused by the severe vertical curve on the existing structure; and substandard shoulder and sidewalk widths. The purpose of the bridge replacement project is to extend the service life of the SR 22 crossing over CERA railroad by at least 75 years, and meet federal standards including a minimum vertical clearance of 23.0 feet and site distance criteria.

The need for the SR 22 roadway reconstruction project, Des. Nos. 1702864 and 1800168, stems from deteriorating pavement conditions and a lack of American with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Additionally, the project area lacks sufficient stormwater management, and there are existing grade changes that inhibit positive drainage. Furthermore, within downtown Upland, from Urban Street to the SR 22 bridge over CERA railroad, there is a lack of sufficient streetscaping, street parking, and lighting. The purpose of the roadway reconstruction project is to extend the life of SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide streetscaping with parking and lighting amenities in downtown Upland.

Existing Conditions: The existing bridge structure, INDOT Structure No. 22-27-02130A, is the main crossing point over the CERA railroad in Upland, and one of only two track crossings in the town. The bridge was constructed in 1967 and is a three-span, approximately 145-foot long, 52-foot wide, prestressed reinforced

concrete box beam bridge. The bridge consists of two travel lanes with variable width paved outside shoulders. Two 4.5-foot wide sidewalks on the bridge connect to 5-foot wide sidewalks at both ends of the bridge.

SR 22 within the project area has one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. Sidewalk locations and widths vary throughout but generally span from the back of curb to building faces within the downtown area. From the bridge over CERA railroad south, sidewalks are generally four to five feet wide and offset. On-street parking is limited in downtown Upland.

There are a variety of storm water management systems within the project area, including storm sewers, curb, inlets, ditches, and drainage tile. Two unnamed tributaries (UNTs) are carried beneath SR 22 in culverts: a 2.8-foot wide by 4.5-foot tall metal pipe arch culvert, and a triple-pipe structure (three 24-inch diameter, reinforced concrete pipes).

Proposed Project: The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge. Existing pavement would be replaced from Urban Street to the entrance of Taylor University. The roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

The recommended alternative would require strips of new right-of-way from both sides of SR 22 to accommodate the construction of upgraded sidewalks and drainage improvements. Approximately 2.5 to 3.0 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, would be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals. Construction is scheduled to begin in the spring of 2023.

Environmental Concerns: The USGS 7.5-minute quadrangle topographical map depicts one stream, Jefferson Ditch, within the project area (Attachments, page 2). A water investigation will be conducted to determine the presence of jurisdictional streams and wetlands, and all applicable permits will be prepared.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-Eared Bat Range-Wide Programmatic Informal Consultation is anticipated to be applied to this project. Project information was uploaded to the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website to identify if any species listed or proposed to be listed may be present in the area of the proposed action. An Official Species List was generated and no critical habitats, and no other species, other than afore-mentioned bats, were listed.

Coordination with the INDOT Cultural Resources Office (CRO) is ongoing. This project does not meet the conditions of the Minor Project Programmatic Agreement (MPPA); therefore, full Section 106 is required.

Please respond with your comments on any environmental impacts associated with this project**. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that**

your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please contact me at (317) 616-1016 or via e-mail at Eric.Jagger@parsons.com. Thank you in advance for your input.

Sincerely,

Eric Jagger
Associate Environmental Planner
Parsons

Attachments: Graphics

Graphics intentionally omitted to avoid duplication. Refer to Appendix B.

Early Coordination Letter
SR 22 Bridge Replacement and Road Reconstruction
March 17, 2020

Sent via email on 3/17/2020 unless otherwise noted.

Second letter sent via email on 4/6/2020 unless otherwise noted.

The following agencies received Early Coordination Letters:

U.S. Army Corps of Engineers, Louisville District
ATTN: CELRL-RDN
P.O. Box 59
Louisville, KY 40201-0059

Federal Highway Administration
Federal Office Building
575 N. Pennsylvania St., Room 254
Indianapolis, Indiana 46204

Indiana Department of Transportation
Fort Wayne District Office
5333 Hatfield Rd.
Fort Wayne, IN 46808

INDOT Major Projects
LPA Review Liaison
100 N. Senate Ave., Room 642
Indianapolis, IN 46204

INDOT – Office of Public Involvement
Public Hearings Manager
100 N. Senate Ave., Room 642
Indianapolis, IN 46204

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room W264, IGC South
402 W. Washington St.
Indianapolis, IN 46204-2641

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

Indiana Geological and Water Survey
611 N. Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)

Electronic only 3/17/20.

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Dr.
Omaha, NE 68102

Field Environmental Officer
Chicago Regional Office US Department of Housing and Urban Development
Metcalf Federal Building
77 W. Jackson Blvd., Room 2401
Chicago, IL 60604

Grant County Highway Department
Superintendent
3939 S. Garthwaite Rd.
Gas City, IN 46933

Grant County Commission
Commissioner President
401 S. Adams St.
Marion, IN 46953

Grant County Emergency Management
Director
401 S. Adams St.
Marion, IN 46953

Upland Town Council
President
87 N. Main St., P.O. Box 428
Upland, IN 46989

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

Parks Board, Town of Upland
c/o: Upland Town Council President
87 N. Main St., P.O. Box 428
Upland, IN 46989

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

Eastbrook Community Schools Corporation
Superintendent
560 S. 900 East
Marion, IN 46953

Taylor University
President
236 W. Reade Ave.
Upland, IN 46989

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

Upland Police Department
Director
63 E. Washington St.
Upland, IN 46989

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

Indiana Department of Environmental Management
100 N. Senate Ave.
Indianapolis, IN 46204
(Electronic Coordination)

Electronic only 3/17/20.

Central Railroad Company of Indianapolis
General Manager
906 W. Morgan St.
Kokomo, IN 46901

US Fish and Wildlife Service
Northern Indiana Suboffice
P.O. Box 2616
Chesterton, IN 46304

Second letter mailed to Local Floodplain Administrator on 3/19/21
lstrange@grantcounty.net

Second letter mailed to Upland Partners, LLC on 12/8/20
5282 W Booth Road
Liberty, IN 47353

Upland Fire Department Director
127 N. Main St.
Upland, IN 46989

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

Leland E. Boren
P.O. Box 218
Upland, IN 46989-0083

Hard copy mailed on 3/17/20.

Second letter hard copy mailed on 4/4/20.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 6, 2020

See Appendices C-4 and C-5 for a list of agencies and sent-dates

«First» «Last_Name»
«Agency»
«Title_»
«Mailing_1»
«Mailing_2»
«City», «State» «Zip»

Sample Second Early Coordination Letter (ECL)

Re: Des. No.: 1383460, 1702864, & 1800168, SR 22 Bridge and Road Project, 1.82 miles north of SR 26 to SR 26, Grant County, Indiana

Dear «Sal» «Last_Name»,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the aforementioned structure in Grant County. The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The project is located in Sections 3, 10, and 15, Township 23 North, Range 9 East and Section 34, Township 24 North, Range 9 East, Grant County, Indiana, as shown on the Hartford City West, Indiana United States Geological Survey (USGS) 7.5 minute series topographical map (Attachments, page 2). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

Purpose and Need: The need for the SR 22 over Central Railroad of Indiana (CERA) Railroad bridge project, Des. No. 1383460, stems from the deteriorating condition of the structure, INDOT Structure No. 22-27-02130A, along with several substandard elements. The purpose of the bridge project is to extend the service life of the SR 22 crossing over CERA railroad by at least 75 years, and meet federal standards including a minimum vertical clearance of 23.0 feet and site distance criteria.

The need for the SR 22 roadway project, Des. Nos. 1702864 and 1800168, stems from deteriorating pavement conditions and a lack of American with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Furthermore, within downtown Upland, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway project is to extend the life of SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide streetscaping with parking and lighting amenities in downtown Upland.

Existing Conditions: The existing bridge structure, INDOT Structure No. 22-27-02130A, is the main crossing point over the CERA railroad in Upland, and one of only two track crossings in the town. The bridge was constructed in 1967 and is a three-span, approximately 145-foot long, 52-foot wide, prestressed reinforced concrete box beam bridge. The bridge consists of two travel lanes with variable width paved outside shoulders. Two 4.5-foot wide sidewalks on the bridge connect to 5-foot wide sidewalks at both ends of the bridge.

SR 22 within the project area has one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. Sidewalk locations and widths vary throughout but generally span from the back of curb to building faces within the downtown area. From the bridge over CERA railroad south, sidewalks are generally four to five feet wide and offset. On-street parking is limited in downtown Upland.

There are a variety of storm water management systems within the project area, including storm sewers, curb, inlets, ditches, and drainage tile. Two unnamed tributaries (UNTs) are carried beneath SR 22 in culverts: a 2.8-foot wide by 4.5-foot tall metal pipe arch culvert, and a triple-pipe structure (three 24-inch diameter, reinforced concrete pipes).

Proposed Project: The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge. Existing pavement would be replaced from Urban Street to the entrance of Taylor University. The roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

The recommended alternative would require strips of new right-of-way from both sides of SR 22 to accommodate the construction of upgraded sidewalks and drainage improvements. Approximately 2.5 to 3.0 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, would be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals. Construction is scheduled to begin in the spring of 2023.

Environmental Concerns: The USGS 7.5-minute quadrangle topographical map depicts one stream, Jefferson Ditch, within the project area (Attachments, page 2). A water investigation will be conducted to determine the presence of jurisdictional streams and wetlands, and all applicable permits will be prepared.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-Eared Bat Range-Wide Programmatic Informal Consultation is anticipated to be applied to this project. Project information was uploaded to the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website to identify if any species listed or proposed to be listed may be present in the area of the proposed action. An Official Species List was generated and no critical habitats, and no other species, other than afore-mentioned bats, were listed.

Coordination with the INDOT Cultural Resources Office (CRO) is ongoing. This project does not meet the conditions of the Minor Project Programmatic Agreement (MPPA); therefore, full Section 106 is required.

Please respond with your comments on any environmental impacts associated with this project**. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project.** However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (317) 616-1016 or via email at Eric.Jagger@parsons.com, or Matt Yarian, INDOT Project Manager at (260) 969-8234 or via email at myarian@indot.in.gov. Thank you in advance for your input.

Sincerely,

Eric Jagger
Associate Environmental Planner
Parsons

Attachments: Graphics

Graphics intentionally omitted to avoid duplication. Refer to Appendix B.

Recipient list is attached to the initial ECL. Refer to Appendix C-4 and C-5.

THIS IS NOT A PERMIT

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

DNR #: ER-22351 **Request Received:** March 17, 2020

Requestor: Parsons
Eric Jagger
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Project: SR 22 bridge (#22-27-02130A) replacement over Central Railroad of Indiana (Des #1383460), roadway reconstruction from Urban Street to Taylor University, and streetscape improvements through downtown (Des #1702864 & 1800168); Town of Upland

County/Site info: Grant

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: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

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

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

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. 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.

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:** April 15, 2020

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

Jagger, Eric

From: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Sent: Monday, April 6, 2020 2:17 PM
To: Jagger, Eric
Subject: Re: [EXTERNAL] SR 22 Bridge Replacement and Road Reconstruction Des. Nos. 1383460, 1702864, & 1800168

Thank you. Our No Comment remains as previously indicated.

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

From: Jagger, Eric <Eric.Jagger@parsons.com>
Sent: Monday, April 6, 2020 8:23 AM
To: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Subject: [EXTERNAL] SR 22 Bridge Replacement and Road Reconstruction Des. Nos. 1383460, 1702864, & 1800168

SR 22 Bridge Replacement and Road Reconstruction
Town of Upland, Grant County
Des. Nos. 1383460, 1702864, & 1800168

Good morning,

The Early Coordination Letter attached is being sent to you on behalf of the Indiana Department of Transportation (INDOT). Per INDOT's request, this is a revised version of the same Early Coordination Letter that was sent to you on March 17, 2020.

If you have any questions or concerns, please feel free to contact me.

Thank you,

Eric Jagger
Associate Environmental Planner
101 W Ohio St., Suite 2121
Indianapolis, IN 46204
eric.jagger@parsons.com

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www.parsons.com | LinkedIn | Twitter | Facebook

USDA
United States Department of Agriculture

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

April 8, 2020

Eric Jagger
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Dear Mr. Jagger:

The proposed project to make bridge and road improvements along State Road 22 to State Road 26 in Grant County, Indiana (Des. No 1383460, 1702864 and 1800168), as referred to in your letter received April 4, 2020, will cause a conversion of prime farmland.

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

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

Sincerely,

RICHARD NEILSON
Digitally signed by RICHARD NEILSON
Date: 2020.04.08 16:01:25 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/18/2020
Name of Project Des. 1383460, 1702864, & 1800168 SR 1	Federal Agency Involved FHWA
Proposed Land Use Bridge Replacement and Road Recon	County and State Grant County, Indiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/4/2020 / Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 385 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 251,961 % 95	Amount of Farmland As Defined in FPPA Acres: 23544 % 89	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 4/8/2020	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	3.0			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	3.0			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1.15			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	67			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	71			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	8			
2. Perimeter In Non-urban Use	(10)	5			
3. Percent Of Site Being Farmed	(20)	15			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	4			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	5			
11. Effects Of Conversion On Farm Support Services	(10)	2			
12. Compatibility With Existing Agricultural Use	(10)	1			
TOTAL SITE ASSESSMENT POINTS	160	45	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	71	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	45	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	116	0	0	0

Site Selected: Site A	Date Of Selection 4/12/2021	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

The selected site meets the purpose and need of the project.

Name of Federal agency representative completing this form: Eric Jagger	Date: 4/12/2021

(See Instructions on reverse side) **Form AD-1006 (03-02)**

Jagger, Eric

From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Monday, April 6, 2020 1:08 PM
To: Jagger, Eric
Subject: [EXTERNAL] ECL SR 22 Bridge Replacement and Road Reconstruction Des. Nos. 1383460, 1702864, & 1800168 -Decentralization of Public Involvement Process for Federal-Aid Projects
Attachments: PublicInvolvementTrainingIntroduction.pdf; PublicInvolvementTraining-Criteria to determine which projects require action.pdf; PublicInvolvementTraining-Holding a Public Hearing.pdf; PublicInvolvementTraining-Offering a Public Hearing.pdf

INDIANA DEPARTMENT OF TRANSPORTATION

DECENTRALIZATION OF PUBLIC INVOLVEMENT FOR FEDERAL-AID PROJECTS

- **Public involvement process changing for INDOT projects**
- **Public involvement activities for LPA projects will continue to be performed by consultant teams**
- **Certification of public involvement process (INDOT and LPA) transitioning to Consultant Services**

Historically, formal public involvement required per federal law/regulation has been a centralized process coordinated by INDOT's Office of Public Involvement (OPI). However, after careful consideration and per executive decision, public involvement (PI) required for federal-aid projects, is transitioning to a decentralized process led by INDOT Project Management (PM) under the leadership of our Capital Program Management Division (CMPD). The decision to decentralize PI is in line with what many departments of transportation have done and are doing to achieve optimal efficiency in project development and delivery.

The timeline for full implementation of PI decentralization began January 1, 2020 and continues through June 30, 2020. This six month period allows sufficient time to evaluate implementation. During this evaluation period, INDOT's Office of Public Involvement will continue to provide guidance, support and perform public involvement activities as needed.

In moving forward with PI decentralization, the certification of PI requirements will transition to INDOT Consultant Service Managers (CSM).

INDOT OFFICE OF PUBLIC INVOLVEMENT - Prior to the executive decision to decentralize PI, INDOT developed a draft Public Involvement Procedures (PIP) document to update its PI process. This document will be updated to reflect the transition to a decentralized PI process. An updated INDOT PIP document is anticipated to be completed Spring 2020.

Throughout the PI transition (evaluation period through June 30, 2020) the Office of Public Involvement will continue to monitor, oversee and coordinate compliance of state and federal laws/regulations pertaining to public involvement in transportation decision-making. The Office of Public Involvement will continue providing guidance, support and coordination activities working with our ADA, Title VI, Planning/STIP programs. **DECENTRALIZATION OF PI – RESPONSIBLITIES** are generally described below:

Project Management

- Coordinate public involvement activities including public meetings/hearings, advertising the hearings opportunity, documenting all activities undertaken during formal (required) public involvement

Consultant Services

- Certification of public involvement, ensuring public involvement activities are conducted in accordance to federal regulations (per guidance provided by Office of Public Involvement), sign off on NEPA documentation indicating completion of public involvement

Office of Public Involvement

- Develop/facilitate PI training materials, develop resource and guidance materials including ADA and Title VI stakeholder engagement and support services, coordinate and deliver FHWA EDC-5 Virtual Public Innovation (VPI), complete public involvement procedures update (Spring 2020) coordinate joint approval of procedures

PROJECT MANAGEMENT AND CONSULTANT TEAMS

For CE projects, a public hearing must be offered OR held; an exception to this would be for CE projects involving a historic bridge, those require a public hearing

- EA and EIS projects require mandatory public hearing

Most projects in the production schedule are CE level, therefore upon release of the NEPA document, required public involvement (for federal-aid projects meeting INDOT's PI criteria) would fall under one of the two scenarios below:

Scenario #1 – Advertise public hearing opportunity

- Publish two legal notices in the local paper to advertise the project and offer the public the opportunity to request a public hearing
- Ensure project documents are available for the public to view (at least one location within reasonable proximity to the project) must be selected, you can have multiple locations if desired
- The public must be offered a minimum of 15 days in which to submit comments or to request a public hearing; the 15 days are calendar days (not business days) and the 15-day comment period begins the date the 1st of the two notices is published
- At the end the 15 day comment period, all comments received must be responded to, all comments and responses are to be documented
- If hearing requests are received, the project sponsor can decide if a hearing is to be held or not
- If no hearing held, then submit all public involvement materials to INDOT for review and to receive public involvement certification
- Once PI certification is received, submit PI materials to INDOT Environmental Services to initiate request for NEPA document approval

Scenario #2 – Hold Public Hearing

- **INDOT to receive guidance from FHWA regarding how to meet this requirement during the COVID-19 outbreak. Until guidance/approval is received from FHWA, NO VIRTUAL PUBLIC HEARINGS ARE TO BE CONDUCTED.**

Virtual public hearings will not meet the public hearing requirement.

As we move forward with PI decentralization, please feel free to contact me at any time should you have questions and concerns.

Kind Regards,

Rickie Clark MBA
Indiana Department of Transportation
Office of Public Involvement / Communications
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204
Phone: (317) 232-6601**Email:** rclark@indot.in.gov

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[in.gov]

INDIANA GEOLOGICAL SURVEY

Agency name has changed to Indiana Geological and Water Survey (IGWS)

Organization and Project Information

Project ID:
Des. ID: 1383460, 1702864, & 1800168
Project Title: SR 22 Bridge Replacement and Road Reconstruction
Name of Organization: Parsons
Requested by: Eric Jagger

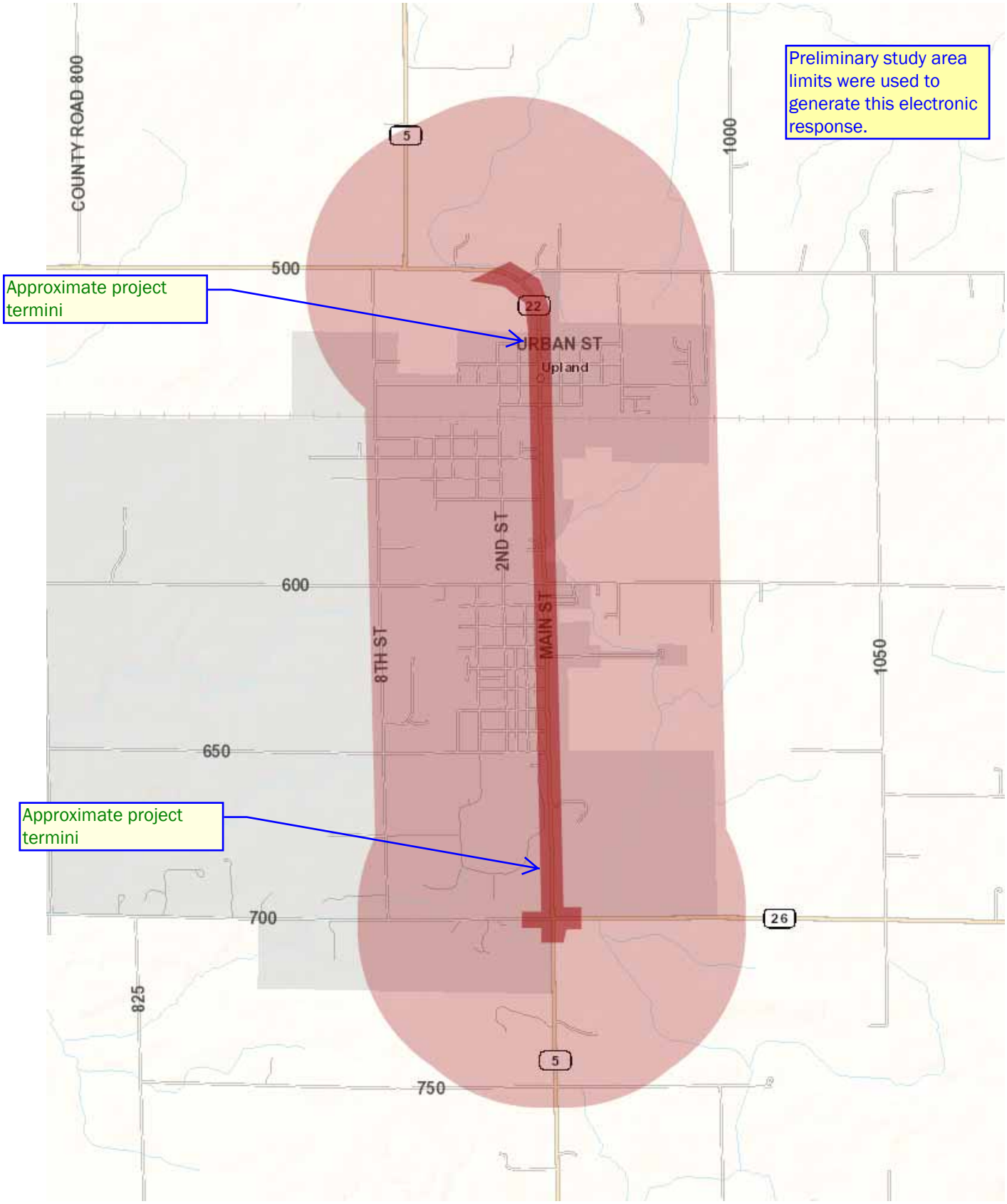
Environmental Assessment Report

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:
   - Petroleum Exploration Wells

*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: March 17, 2020



Metadata:

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

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
Matt Yarian
100 N Senate Avenue
Indianapolis , IN 46204

Parsons
Eric Jagger
101 W Ohio St
Suite 2121
Indianapolis , IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge. Existing pavement would be replaced from Urban Street to the entrance of Taylor University. The roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

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

The recommended alternative would replace the current bridge over CERA railroad with a new, three-span bridge. Existing pavement would be replaced from Urban Street to the entrance of Taylor University. The roadway would be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks would average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems would be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

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: 3/19/2021

Signature of the INDOT
Project Engineer or Other Responsible Agent 

Steven Seculoff

Date: 3/19/2021

Signature of the
For Hire Consultant _____  _____

Eric Jagger

United States Department of the Interior

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

In Reply Refer To: March 22, 2021
Consultation Code: 03E12000-2020-SLI-1057
Event Code: 03E12000-2021-E-04663
Project Name: LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project

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

To Whom It May Concern:

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

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

Project Summary

Consultation Code: 03E12000-2020-SLI-1057
Event Code: 03E12000-2021-E-04663
Project Name: LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project
Project Type: TRANSPORTATION
Project Description: INDOT and The Town of Upland are planning a bridge replacement (Des. 1383460), roadway reconstruction (Des. 1702864), and streetscape project on SR 22 in the Town of Upland (Des. 1800168). The proposed undertaking is located on SR 22 (locally designated as Main Street) from approximately 1.72 miles north of SR 26 to 0.11 mile north of SR 26.

This section of SR 22 consists of one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable throughout the project area. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. The existing bridge structure, INDOT Structure No. 22-27-02130 A, is an approximately 145-foot long, 52-foot wide, prestressed reinforced concrete box beam bridge over Central Railroad of Indiana (CERA) Railroad.

Work for this project consists of replacing the current bridge over the CERA railroad with a new, three-span, steel beam bridge on the same alignment. The profile of the bridge will be raised by approximately 0.39 feet. The existing pavement from Urban Street to the entrance of Taylor University will receive a mill and hot-mix asphalt (HMA) overlay. The roadway will be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks will average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded, including replacement of the two existing culverts, INDOT Structure Nos. CV 022-027-49.42 and CV 022-027-49.72. Additionally, within downtown Upland, a continuous streetscape that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Approximately 2.5 to 3.0 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, would be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals.

Suitable summer habitat is located adjacent to the north end of the project area, along the riparian corridor of Jefferson Ditch, and within 1,000 feet

along the east side of SR 22 south of E. Bragg Avenue. There are also trees lining the CERA railroad. Up to 0.5 acre of trees will be cleared or trimmed during this project. Most of these trees are urban trees, and all work will occur within 30 feet of existing paved surfaces. Dominant tree species within the project area include Acer saccharinum (silver maple), Ulmus americana (American elm), Acer negundo (box elder), and Fraxinus pennsylvanica (green ash). All tree trimming and clearing activities will be limited to the bats' inactive seasons.

A review of the United States Fish and Wildlife Service (USFWS) database on March 12, 2020 did not indicate any endangered bat species in or within 0.5 mile of the project area. INDOT Structure Nos. CV 022-027-49.42 and CV 022-027-49.72, as well as 18 smaller structures beneath city streets and private drives, were inspected for evidence of bats on April 23, 2020. The SR 22 Bridge over CERA railroad was inspected for bats on October 1, 2019. No evidence of bats was found during the inspections. The SR 22 bridge will be re-inspected prior to construction; this will be added as a firm commitment to the environmental document.

Permanent lighting within the project area will be upgraded and expanded. Temporary lighting, for nighttime work, may be used during construction. Construction will include milling/removing pavement and compaction activities that will raise noise and vibration levels. Construction is anticipated to begin in the spring of 2023 and will occur year-round.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.465391487585556,-85.49417101094886,14z

Counties: Grant County, Indiana

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[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. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	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.

United States Department of the Interior

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

In Reply Refer To: March 22, 2021
Consultation code: 03E12000-2020-I-1057
Event Code: 03E12000-2021-E-04671
Project Name: LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project

Subject: Concurrence verification letter for the 'LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

Project Description

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

Name

LEAD Des. No. 1383460, SR 22 Bridge Project and Roadway Project

Description

INDOT and The Town of Upland are planning a bridge replacement (LEAD Des. 1383460), roadway reconstruction (Des. 1702864), and streetscape project on SR 22 in the Town of Upland (Des. 1800168). The proposed undertaking is located on SR 22 (locally designated as Main Street) from approximately 1.72 miles north of SR 26 to 0.11 mile north of SR 26.

This section of SR 22 consists of one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable throughout the project area. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. The existing bridge structure, INDOT Structure No. 22-27-02130 A, is an approximately 145-foot long, 52-foot wide, prestressed reinforced concrete box beam bridge over Central Railroad of Indiana (CERA) Railroad.

Work for this project consists of replacing the current bridge over the CERA railroad with a new, three-span, steel beam bridge on the same alignment. The profile of the bridge will be raised by approximately 0.39 feet. The existing pavement from Urban Street to the entrance of Taylor University will receive a mill and hot-mix asphalt (HMA) overlay. The roadway will be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks will average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded, including replacement of the two existing culverts, INDOT Structure Nos. CV 022-027-49.42 and CV 022-027-49.72. Additionally, within downtown Upland, a continuous streetscape that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

Approximately 2.5 to 3.0 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, would be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals.

Suitable summer habitat is located adjacent to the north end of the project area, along the riparian corridor of Jefferson Ditch, and within 1,000 feet along the east side of SR 22 south of E. Bragg Avenue. There are also trees lining the CERA railroad. Up to 0.5 acre of trees will be cleared or trimmed during this project. Most of these trees are urban trees, and all work will occur within 30 feet of existing paved surfaces. Dominant tree species within the project area include Acer saccharinum (silver maple), Ulmus americana (American elm),

Acer negundo (box elder), and Fraxinus pennsylvanica (green ash). All tree trimming and clearing activities will be limited to the bats' inactive seasons.

A review of the United States Fish and Wildlife Service (USFWS) database on March 12, 2020 did not indicate any endangered bat species in or within 0.5 mile of the project area. INDOT Structure Nos. CV 022-027-49.42 and CV 022-027-49.72, as well as 18 smaller structures beneath city streets and private drives, were inspected for evidence of bats on April 23, 2020. The SR 22 Bridge over CERA railroad was inspected for bats on October 1, 2019. No evidence of bats was found during the inspections. The SR 22 bridge will be re-inspected prior to construction; this will be added as a firm commitment to the environmental document.

Permanent lighting within the project area will be upgraded and expanded. Temporary lighting, for nighttime work, may be used during construction. Construction will include milling/removing pavement and compaction activities that will raise noise and vibration levels. Construction is anticipated to begin in the spring of 2023 and will occur year-round.

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

    No

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

    Yes

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

    Yes

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

    No

23. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *INDOT Structure Insp 022-27-02130 A.pdf https://ecos.fws.gov/ipac/project/7B4OZC527REZ5KXNU2O3YUYWBM/projectDocuments/23131687*
    - *Structure Inspection Forms combined.pdf https://ecos.fws.gov/ipac/project/7B4OZC527REZ5KXNU2O3YUYWBM/projectDocuments/22890670*

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

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

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

    No

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

    Yes

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

    No

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

    Yes

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

    Yes

32. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

    Yes

33. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?

    Yes

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?

    Yes

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

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

    Yes

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

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

    Yes

37. 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

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

    No

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

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

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

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

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

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

42. 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.

43. 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

44. **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

45. **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

46. **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

47. **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

48. **Lighting AMM 2**
Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society[1][2] to rate the amount of light emitted in unwanted directions?

[1] Refer to Fundamentals of Lighting - BUG Ratings

[2] Refer to The BUG System—A New Way To Control Stray Light

Yes

49. **Lighting AMM 2**
Will the **permanent** lighting used during removal of suitable habitat and/or the removal/ trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

50. **Lighting AMM 1**
Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

51. **Lighting AMM 2**
Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society[1][2] to rate the amount of light emitted in unwanted directions?

[1] Refer to Fundamentals of Lighting - BUG Ratings

[2] Refer to The BUG System—A New Way To Control Stray Light

Yes

52. **Lighting AMM 2**
    Will the **permanent** lighting (other than any lighting already indicated for tree clearing or bridge/structure removal, replacement or maintenance activities) be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

    Yes

Project Questionnaire

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

   N/A

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

   N/A

3. How many acres[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.

   0.5

4. Please describe the proposed bridge work:

   This project will replace the existing SR 22 bridge over the CERA railroad, INDOT Structure No. 22-27-02130 A, with a three-span, steel beam bridge on the same alignment. The profile of the new bridge will be raised by approximately 0.39 feet. Additionally, stormwater management systems will be upgraded, including replacement of the two existing culverts, INDOT Structure Nos. CV 022-027-49.42 and CV 022-027-49.72.

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

   Construction is anticipated to begin in the spring of 2023 and will occur year-round.

6. Please enter the date of the bridge assessment:

   October 1, 2019 and April 23, 2020

Avoidance And Minimization Measures (AMMs)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 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.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

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

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

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

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

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1383460, 1702864, & 1800168	N/A; Central Railroad of Indianapolis	10/1/19 12:30pm	(Yes) No

Route	County	Federal Structure ID
SR 22	Grant	022-27-02130 A

3-span continuous, side-by-side, pre-stressed concrete box beam bridge

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply) **AS SAFELY FEASIBLE**

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	**Crevices, rough surfaces or imperfections in concrete**		**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low X	None
All crevices >12" deep & not sealed	X	**Spaces between walls, ceiling joists**		**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails	X						
All expansion joints	X						
Spaces between concrete end walls and the bridge deck	X						
Last Revised May 31, 2017							
Vertical surfaces on concrete I-beams	X						

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

(None)

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N
Audible

Guano
Odor Y/N
Photo documentation Y/N

Staining definitively from bats
Photo documentation Y/N

Assessment Conducted By: Juliet Port **Signature(s):** Juliet Port

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

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DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1383460, 1702864, & 1800168	Stormwater outlet into Jefferson Ditch	4/23/20 12:00pm	(Yes) No

Route	County	Federal Structure ID
SR 22	Grant	CV 022-027-49.42

Stormwater outfall beneath SR 22 to Jefferson Ditch, 32"x46" concrete arch; near Station 76

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply) **AS SAFELY FEASIBLE**

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		**Crevices, rough surfaces or imperfections in concrete**	X	**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low X	None
All crevices >12" deep & not sealed		**Spaces between walls, ceiling joists**	X	**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails							
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams							

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

(None)

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N
Audible

Guano
Odor Y/N
Photo documentation Y/N

Staining definitively from bats
Photo documentation Y/N

Assessment Conducted By: Juliet Port **Signature(s):** Juliet Port

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

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DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1383460, 1702864, & 1800168	UNT to Jefferson Ditch	4/23/2020 12:15pm	(Yes) No

Route	County	Federal Structure ID
SR 22	Grant	CV 022-027-49.72

Triple corrugated metal pipes (CMPs), 24" each, and dual stormwater grates; empties into grassy swale to Jefferson Ditch

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply) **AS SAFELY FEASIBLE**

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		**Crevices, rough surfaces or imperfections in concrete**	X	**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low X	None
All crevices >12" deep & not sealed		**Spaces between walls, ceiling joists**	X	**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails							
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams							

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

(None)

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N
Audible

Guano
Odor Y/N
Photo documentation Y/N

Staining definitively from bats
Photo documentation Y/N

Assessment Conducted By: Juliet Port **Signature(s):** Juliet Port

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

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DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1383460, 1702864, & 1800168	Stormwater outlet into a wetland along the east side of SR 22	4/23/20 11:00am	(Yes) No

Route	County	Federal Structure ID
SR 22	Grant	N/A

Stormwater outfall beneath SR 22 to a wetland; 46" to 54" reinforced concrete pipe; there may be a rock-covered inlet along the west side of SR 22 near Taylor University

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply) **AS SAFELY FEASIBLE**

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		**Crevices, rough surfaces or imperfections in concrete**	X	**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low X	None
All crevices >12" deep & not sealed		**Spaces between walls, ceiling joists**	X	**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails							
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams							

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

(None)

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N
Audible

Guano
Odor Y/N
Photo documentation Y/N

Staining definitively from bats
Photo documentation Y/N

Assessment Conducted By: Juliet Port **Signature(s):** Juliet Port

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1383460, 1702864, & 1800168	Various non-jurisdictional roadside ditches and UNTs	4/23/2020 11:00am to 12:30pm	(Yes) No

Route	County	Federal Structure ID
SR 22	Grant	N/A (various small pipes), see attached list

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply) **AS SAFELY FEASIBLE**

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		**Crevices, rough surfaces or imperfections in concrete**	N/A	**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low X	None
All crevices >12" deep & not sealed		**Spaces between walls, ceiling joists**	N/A	**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails							
All expansion joints							
Spaces between concrete end walls and the bridge deck							

Vertical surfaces on concrete I-beams							

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

(None)

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N
Audible

Guano
Odor Y/N
Photo documentation Y/N

Staining definitively from bats
Photo documentation Y/N

Assessment Conducted By: Juliet Port **Signature(s):** Juliet Port

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

Inspected Structure Descriptions/Locations:

The following small pipes are located along the roadside ditch on the west side of SR 22 between Montgomery Street and Reade Avenue and are listed in order from north to south:

- 10-inch corrugated metal pipe (CMP), beneath driveway; partially buried
- 10-inch CMP beneath driveway; deformed
    - Berry St crossing – grated storm inlets – no ditch
    - McCabe Ave crossing, ditch starts again south of that
- 12-inch concrete round pipe (CMP), possible storm water outlet; partially buried
- 16-inch CRP beneath Payne Ave with metal wing walls on the south end
- 16-inch CMP beneath driveway, deformed
    - Spencer St – grated inlet on north side, and
- 16-inch black plastic round pipe (BPRP), storm inlet in ditch on south side of Spencer St
- 16-inch CMP beneath driveway
    - Bragg crossing (on east side only)
- 12-inch BPRP beneath driveway
- 16-inch CRP with metal wingwall on south side beneath Thoburn Ave
- 12-inch CMP, deformed, beneath a driveway
- 16-inch CRP with metal wing walls beneath Taylor Street
- 16-inch CMP, partially buried beneath a driveway
- 12-inch CMP, beneath a driveway
- 12-inch CMP, partially buried on the north side, completely buried on the south side, beneath a driveway
- 16-inch CRP with metal wingwalls beneath Joyce Ave
- 16-inch CMP, deformed & inaccessible, beneath a driveway
- 16-inch CMP, beneath a driveway
- 16-inch CMP with wingwalls beneath Wright Avenue

Photo 1 – View facing southwest of the south abutment of the SR 22 bridge over the Central Railroad of Indianapolis (CERA), INDOT Structure No. 022-27-02130 A (10-1-2019).

Photo 2 – View facing southeast of the underside of the SR 22 bridge over the CERA, INDOT Structure No. 022-27-02130 A (10-1-2019).

Photo 3 – View facing west of crevice along the west side of INDOT Structure No. 022-27-02130 A (10-1-2019).

Photo 4 – View facing northwest of the north abutment of INDOT Structure No. 022-27-02130 A (10-1-2019).

Photo 5 – View facing west of concrete stormwater outfall to Jefferson Ditch, INDOT Structure No. CV 022-027-49.42 (4-23-2020).

Photo 6 – View facing west inside of INDOT Structure No. CV 022-027-49.42 (4-23-2020).

Photo 7 – View facing south of dual stormwater inlet grates that drain into a grassy swale to Jefferson Ditch, INDOT Structure No. CV 022-027-49.72 (4-23-2020).

Photo 8 – View facing west of triple corrugated metal pipe inlets that drain into a grassy swale to Jefferson Ditch, INDOT Structure No. CV 022-027-49.72 (4-23-2020).

Photo 5 – View facing east of triple corrugated metal pipe outlets that drain into a grassy swale to Jefferson Ditch, INDOT Structure No. CV 022-027-49.72 (4-23-2020).

Photo 6 – View facing south of rock covered stormwater inlet along the west side of SR 22 near Taylor University (4-23-2020).

Photo 7 – View facing west of stormwater outfall into a wetland along the east side of SR 22 near Taylor University (4-23-2020).

Photo 6 – View facing west of the interior of a stormwater outfall that drains into a wetland along the east side of SR 22 near Taylor University (4-23-2020).

Exceprt

Bridge Inspection Report

022-27-02130 A
SR 22
over
CENTRAL RR CO OF INDY

Inspection Date: 07/01/2019

Inspected By: Andrew Herber

Inspection Type(s): Routine

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

N - No Paint Not Rated

Comments:

Scour Analysis: N/A **Scour Critical:** N/A **Scour POA?**

NBI 113 Scour Comment:

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

Bats: seen or heard under structure? * N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? * N - No Birds and/or Nests Visi

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

Excerpt

Culvert Inspection Report

CV 022-027-49.42
SR 22
over
JEFFERSON DITCH

Inspection Date: 04/13/2020

Inspected By: Linda Holzinger

Inspection Type(s): Culvert

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

N - No Paint

Comments:

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

NBI 113 Scour Comment:

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

Bats: seen or heard under structure? * N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? * N - No Birds and/or Nests Visi

BRIDGE Culvert Geometry:

Barrel Length:	44.0
Height:	2.7
Width:	4.3

Excerpt

Culvert Inspection Report

CV 022-027-49.72
SR 22
over
UNT JEFFERSON DITCH

Inspection Date: 05/22/2020

Inspected By: Kirk Smith

Inspection Type(s): Culvert

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

N - No Paint

Comments:

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

NBI 113 Scour Comment:

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

Bats: seen or heard under structure? * N

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

BRIDGE Culvert Geometry:

Barrel Length: 46.00

Height:

Width:

Appendix D

Section 106 of the National Historic Preservation Act

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 22 BRIDGE AND ROAD RECONSTRUCTION PROJECT
TOWN OF UPLAND, GRANT COUNTY, INDIANA
DES. NO.: 1383460, 1800168, AND 1702864

AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effects (APE) for this project is an irregularly shaped area determined by sight lines to and from the project area (See Appendix A for maps of the APE).

ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))

There are no resources in the APE that are listed in or eligible for the National Register of Historic Places (NRHP).

EFFECT FINDING

Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA's) behalf has determined a "no historic properties affected" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

02/26/2021

Approved Date

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
SR 22 BRIDGE AND ROAD RECONSTRUCTION PROJECT
TOWN OF UPLAND, GRANT COUNTY, INDIANA
DES. NO.: 1383460, 1800168, AND 1702864

1. DESCRIPTION OF THE UNDERTAKING

The proposed undertaking (Des. No. 1383460, 1800168, and 1702864) is located in the Town of Upland, Grant County on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26 (Appendix A: Maps 1–3). The proposed project includes a bridge replacement, roadway reconstruction, and streetscape project on SR 22 in the Town of Upland. The recommended alternative will replace the current bridge over the Central Railroad of Indianapolis (CERA) railroad with a new, three-span bridge. Existing pavement will be replaced from Urban Street to the entrance of Taylor University. The roadway will be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks will average 5 feet wide, and Americans with Disabilities Act (ADA)-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded. Additionally, within downtown Upland, a continuous streetscape that includes parking spaces, sidewalk bump-outs, plantings, and upgraded lighting, is proposed.

The recommended alternative will require strips of new right-of-way from both sides of SR 22 to accommodate the construction of upgraded sidewalks and drainage improvements.

Because this project is receiving funds from Federal Highway Administration (FHWA), it is a federal undertaking subject to Section 106 of the National Historic Preservation Act as defined in 36 CFR 800.16(y).

The Area of Potential Effects (APE) for the project is an irregularly shaped area determined by sight lines to and from the project area (Appendix A: Maps 1–3).

Land use in the project area is both commercial and residential. The building stock was built between the late nineteenth through the mid-twentieth centuries (Appendix B: Photographs 1–16).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Efforts to identify historic properties in the APE included a check of data available online at the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), a review of the *Grant County Interim Report* (1993), historical/architectural and archaeological fieldwork, and communication with consulting parties. Sources of information examined included National Register of Historic Places (NRHP) listings, Indiana Register of Historic Sites and Structures (IRHSS) listings, the Indiana Historic Bridge Inventory, archaeological site maps, cultural resources management reports, and cemetery records. There are no NRHP-listed properties within the APE. There are no previously identified archaeological sites in the project area.

The results of the aboveground field survey were reported in a Historic Property Report (HPR) [Konicki and Terpstra 2020]. The principal investigator for this report meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The HPR identified 20 aboveground properties more than 50 years of age that warranted a rating of Contributing or higher within the APE. In addition, one property that was listed as Notable in the Indiana Historic Sites and Structures Inventory (IHSSI), No. 053-265-46023, Helena Memorial Hall at Taylor University, was recommended not eligible in the HPR. No other properties were recommended eligible. INDOT, on behalf of FHWA, reviewed the report.

The results of the archaeological field survey were reported in a Phase Ia Archaeological Records Check and Reconnaissance Survey Report (Aukeman et al. 2020). The principal investigator for this report meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The archaeological survey identified nine new sites, 12-G-0283–12-G-0291 within the survey area; in addition, elements of two previously inventoried sites, 12-G-0070 and 12-G-0209, were documented. None of the sites were recommended as eligible for the NRHP. INDOT, on behalf of FHWA, reviewed this report.

The State Historic Preservation Office (SHPO) is entitled to participate in the Section 106 process as a consulting party. The following individuals and organizations were initially invited by letter dated December 9, 2019 or email dated December 10, 2019 to be consulting parties (Appendix D: D-2 to D-11).

Indiana State Historic Preservation Office
Indiana Landmarks, Northeast Regional Office
Town Council, Town of Upland
Upland Town Manager
Taylor University
Grant County Commission
Jefferson Township Trustee
Grant County Highway Department
Grant County Historian
Grant County Historical Society
Upland Area Historical Society
Grant County Economic Growth Council
Grant County Area Plan
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

The Miami Tribe of Oklahoma responded by letter dated January 6, 2020, accepting the invitation to serve as a consulting party and offering no objections (Appendix D: D-12). No other consulting party responses were received.

The State Historic Preservation Office (SHPO) responded to the early coordination letter on December 31, 2019, and provided no additional parties to be invited to consult. They went on to state that "if right-of-way is to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible." (Appendix D: D-13 to D-14).

By email dated May 29, 2020, SHPO and the consulting party were provided with access to the HPR available on IN SCOPE at http://erms.indot.in.gov/Section106Documents (Appendix D: D-15 to D-20). A digital copy of the HPR was sent to SHPO on May 29, 2020, and a hard copy was subsequently submitted. By letter dated June 22, 2020, SHPO stated that they "agree with the conclusions of the HPR that there are no historic properties that are listed or eligible for inclusion in the NRHP within the project's APE" (Appendix D: D-21 to D-22).

By email and letter dated December 18, 2020, the consulting parties were notified that a Phase Ia archaeological report (tribes only) was available on IN SCOPE (Appendix D: D-23 to D-28). A digital copy of the Phase Ia archaeological report was sent to SHPO on December 18, 2020 (Appendix D: D-29). By letter dated January 19, 2021, SHPO concurred with the findings of the archaeology report and stated that "no further archaeological investigations appear to be necessary in the proposed project area" (Appendix D: D-30 to D-31). No other responses were received regarding the HPR or archaeology report.

No other consulting party responses were received.

A public notice will be issued and this document will be revised, if necessary, to reflect any substantive comments.

3. BASIS FOR FINDING

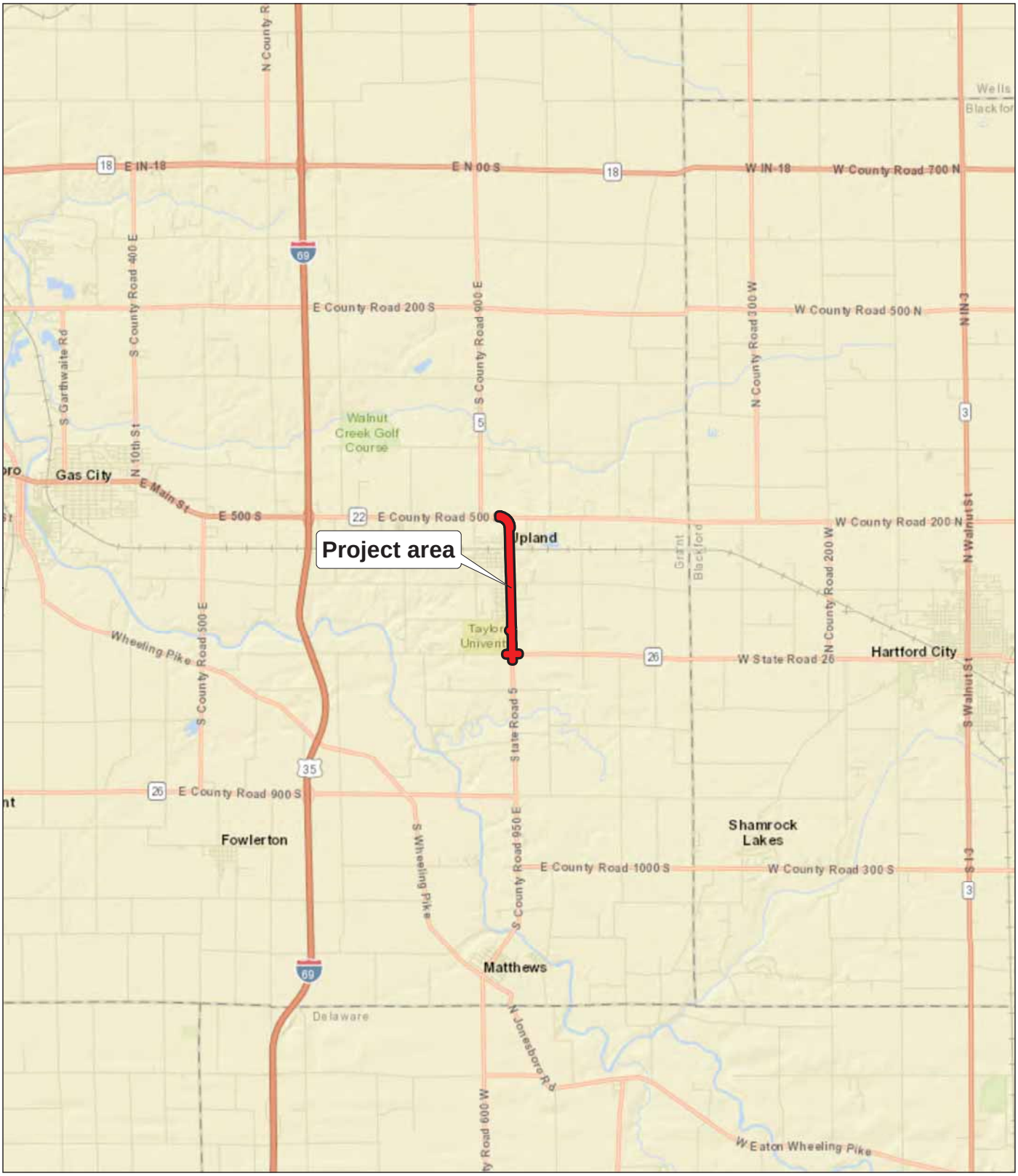
No properties within the APE are listed in or recommended eligible for listing in the NRHP.

APPENDIX

Appendix A: Figures
Appendix B: Photographs
Appendix C: Abstracts and Summaries for HPR Addendum and Phase Ia Supplemental
Appendix D: Consulting Parties List and Correspondence

Appendix D sub-appendix For Section 106 Documentation

APPENDIX A: FIGURES



Appendis A, Map 1

Portion of the ESRI World Street Map showing the vicinity of the project area for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County.

Base: ESRI World Street Map

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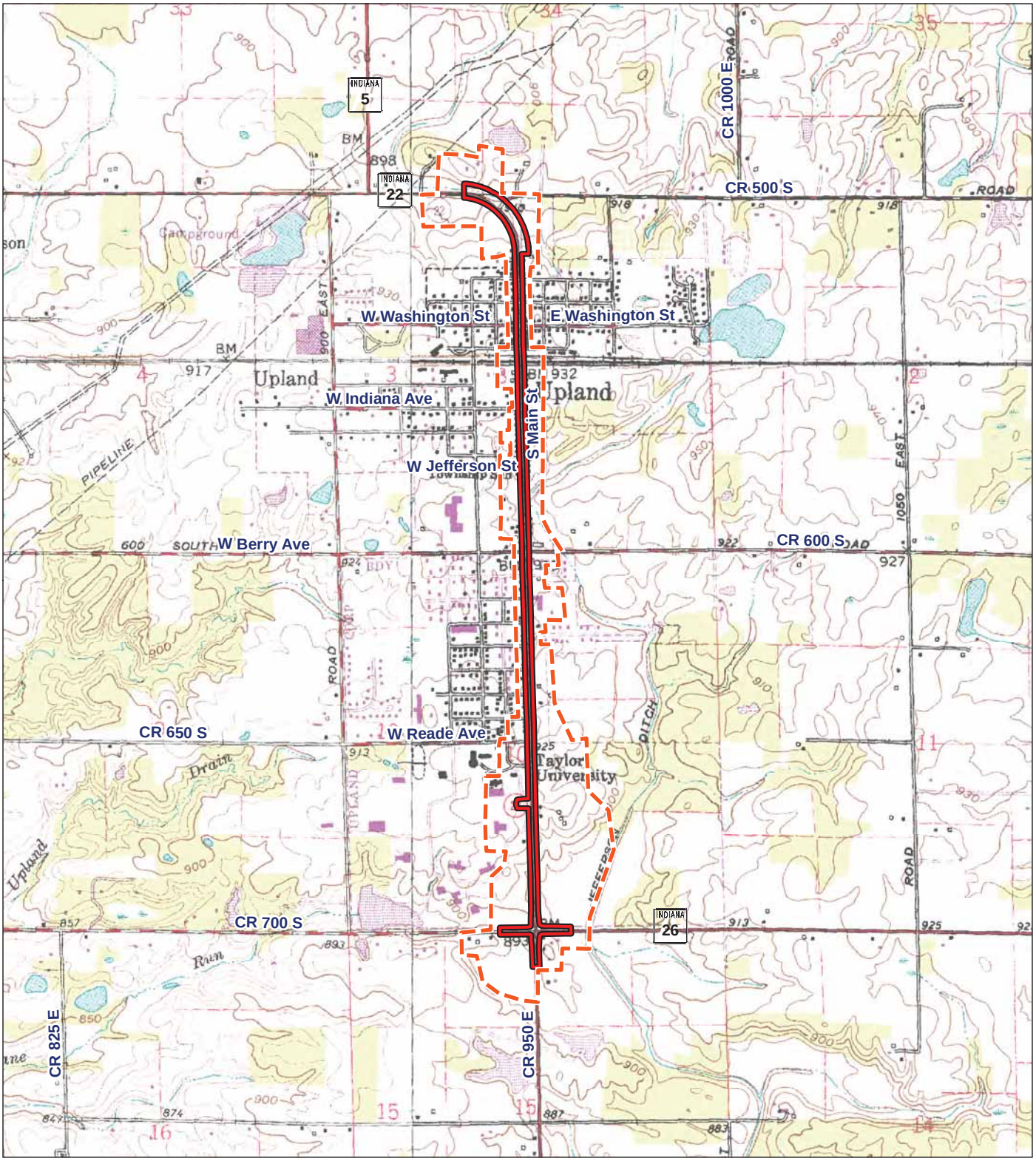

Appendix A, Map 2

Portions of the 1960 Gas City and 1960 Hartford City West, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area and APE for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County.

Base: USGS Gas City and Hartford City West, Indiana, 7.5' series quadrangles

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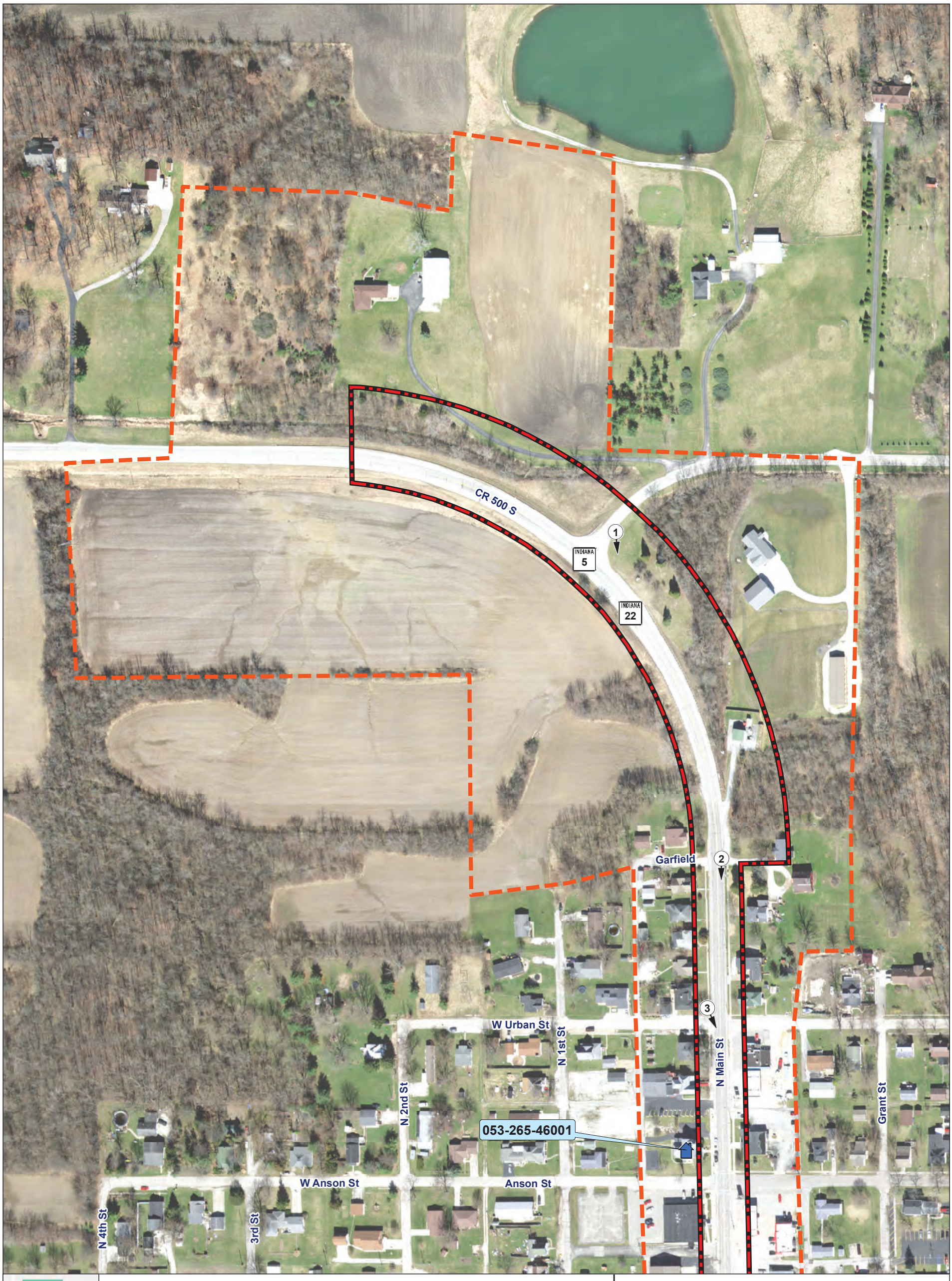
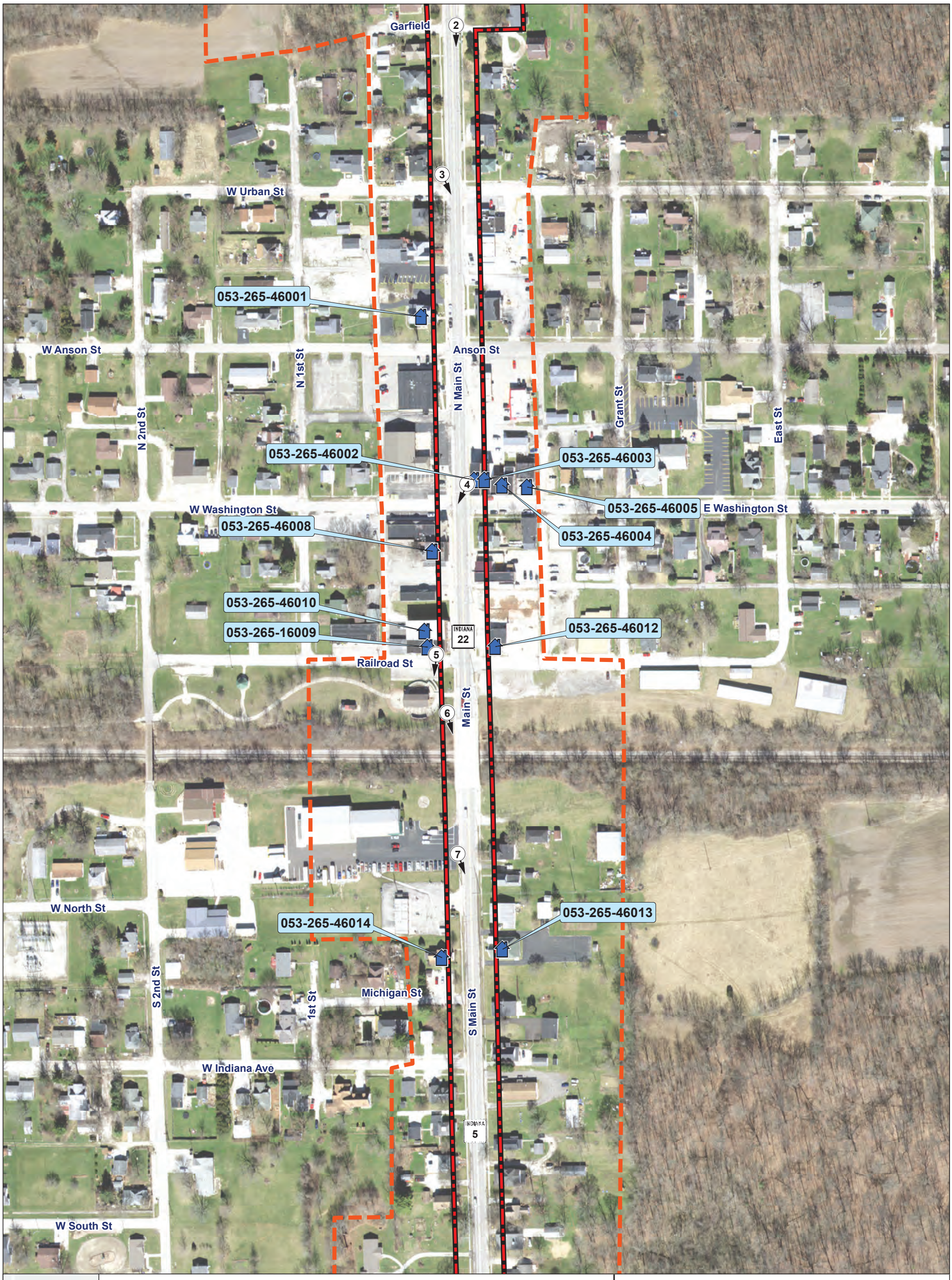


Appendix A, Map 3 **Sheet 1 of 6**

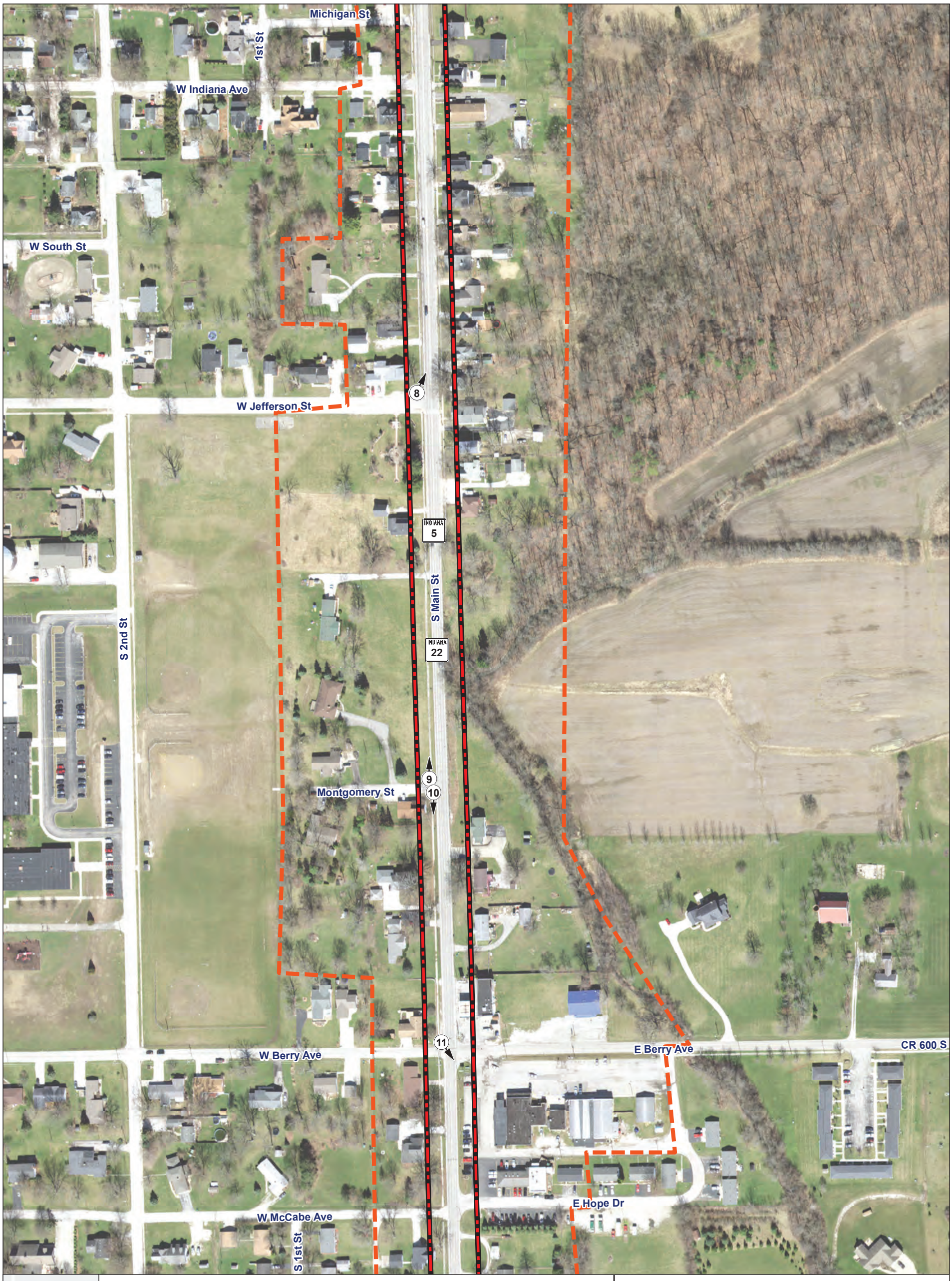
Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)

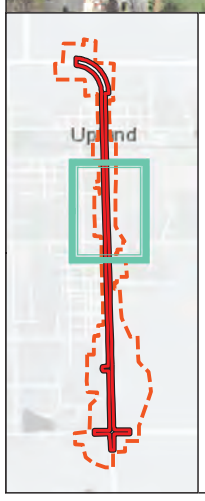
Created by JVT; last saved: 1/20/2021 3:27:34 PM



Appendix A, Map 3 **Sheet 2 of 6**

Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)





APE boundary

Project area boundary

Photograph location

N

0 20 40 60 80 100 Meters

0 60 120 180 240 300 Feet

Base: Aerial photograph 2017

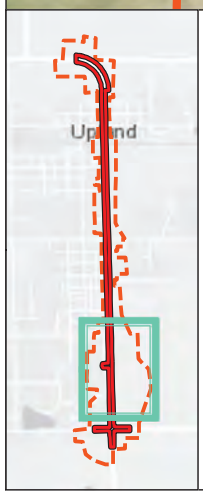
Appendix A, Map 3 **Sheet 3 of 6**

Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)

Appendix A, Map 3 **Sheet 4 of 6**

Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)

Created by JVT; last saved: 1/20/2021 3:27:34 PM



APE boundary

Project area boundary

Architectural location

Photograph location

0 20 40 60 80 100 Meters

0 60 120 180 240 300 Feet

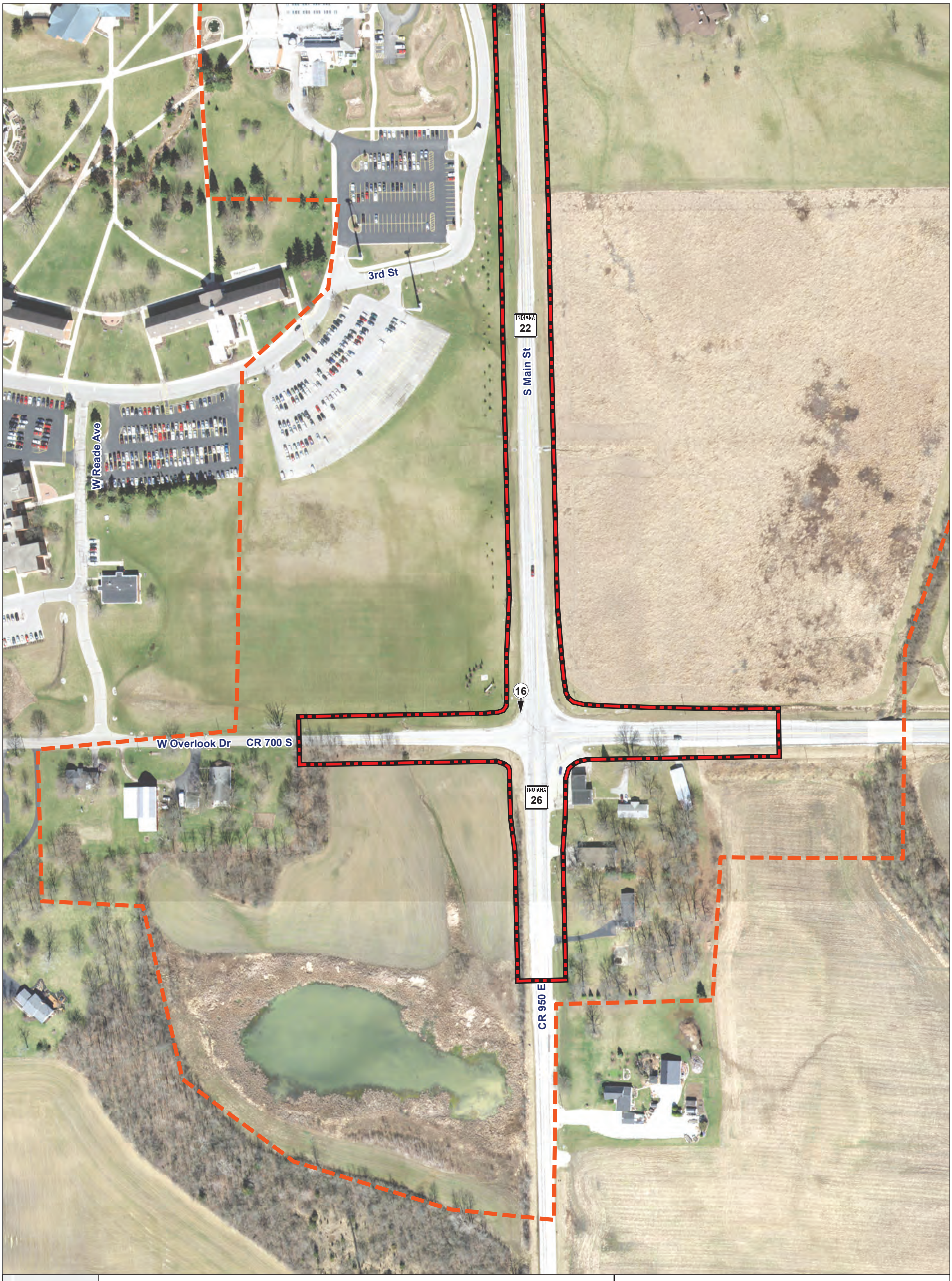
N

Base: Aerial photograph 2017

Appendix A, Map 3 **Sheet 5 of 6**

Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)

Created by JVT; last saved: 1/20/2021 3:27:34 PM



APE boundary

Project area boundary

Photograph location

N

0 20 40 60 80 100 Meters

0 60 120 180 240 300 Feet

Base: Aerial photograph 2017

Appendix A, Map 3 **Sheet 6 of 6**

Aerial photograph showing the project area, APE, properties previously recorded in the IHSSI, and photograph locations for the SR 22 Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County. (6 Sheets)

Appendix D sub-appendix For Section 106 Documentation

APPENDIX B: PHOTOGRAPHS

Photograph 1. Streetscape view along SR 22 showing open space in the north end of the project area, looking south.

Photograph 2. Streetscape view along SR 22 showing the residential neighborhood north of the downtown business district in Upland, looking south.

Photograph 3. Streetscape view along SR 22 showing some of the modern commercial development in the downtown business district in Upland, looking southeast.

Photograph 4. Streetscape view along SR 22 showing the mix of old and modern buildings in the downtown business district in Upland, looking southwest.

Photograph 5. View of Depot Park, the twice-moved Upland railroad depot, and the SR 22 bridge over the CERA Railroad, looking south.

Photograph 6. SR 22 bridge over the CERA Railroad (Structure No. 22-27-02130A), looking southeast.

Photograph 7. Streetscape view along SR 22 showing early and mid-twentieth century residences along SR 22 south of the railroad, looking southeast.

Photograph 8. Streetscape view along SR 22 showing early twentieth century residences along SR 22 north of W. Jefferson Street, looking northeast.

Photograph 9. Streetscape view along SR 22 showing the deep setback of some residences north of Montgomery Street, looking north.

Photograph 10. Streetscape view along SR 22 showing modern commercial development around the intersection of SR 22 and Berry Avenue, looking south.

Photograph 11. Commercial development in the southeast quadrant of the intersection of SR 22 and Berry Avenue, looking southeast.

Photograph 12. Streetscape view along SR 22 showing early and mid-twentieth century residences along SR 22 south of W. Taylor Avenue, looking southwest.

Photograph 13. Taylor University campus, looking south-southwest across W. Reade Avenue.

Photograph 14. Streetscape view along SR 22 showing agricultural land and modern commercial buildings opposite the Taylor University campus, looking southeast.

Photograph 15. View of large modern buildings on the campus of Taylor University, looking southwest.

Photograph 16. Streetscape view along SR 22 showing the intersection of SR 22 and CR 700 S, looking south.

Appendix D sub-appendix For Section 106 Documentation

APPENDIX C: ABSTRACTS AND SUMMARIES FOR HPR AND PHASE IA

Appendix D sub-appendix For Section 106 Documentation

APPENDIX C: ABSTRACTS AND SUMMARIES FOR HPR AND PHASE IA

Phase Ia Archaeological Records Check and Reconnaissance Survey Report for the Proposed SR 22 Bridge and Road Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864) in the Town of Upland, Jefferson Township, Grant County, Indiana

By

Eric Aukeman; Tori Luksha, MA; Kevin R. Schwarz, PhD; Nora Hillard; and Dawn Walter Gagliano, MA

Submitted By:
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300

Submitted To:
Parsons Transportation Group, Inc.
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204
317.616.1000

Lead Agency: Indiana Department of Transportation

November 20, 2020

Kevin R. Schwarz, PhD, RPA, Principal Investigator

ASC GROUP, INC. ARCHAEOLOGY ARCHITECTURAL HISTORY ENVIRONMENT
CULTURAL AND ENVIRONMENTAL CONSULTANTS

MANAGEMENT SUMMARY

ASC Group, Inc., under contract with Parsons Transportation Group Inc., completed a Phase Ia Archaeological Records Check and Reconnaissance Survey Report for the proposed Main St./SR 22 Bridge and Road Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864) in the Town of Upland, Jefferson Township, Grant County, Indiana. The project will reconstruct Main St./SR 22 including new Hot Mix Asphalt (HMA) pavement, curbing, and sidewalks, and will replace the bridge over the Central Railroad of Indianapolis (CERA) Railroad. This will be combined with a local/Federal Highway Administration (FHWA)-funded full depth reconstruction of N. Main St./SR 22; including profile grade, lane narrowing, on-street parking, streetscape improvements that include landscape elements and street lighting, storm water management, and ADA compliant curb ramps and walkways.

The proposed project area is 3.44 kilometers (km) [2.14 miles (mi)] long, 30.48 meters (m) [100 feet (ft)] wide, with three exceptions: the final 452.2 m (1,483.6 ft) on the north end of the project, where the width is extended to 60.96 m (200 ft); the main entrance of Taylor University, which extends west 85.95 m (282 ft) with a north and south dimension of 42.67 m (140 ft); and at the southern end of the project the project area includes the intersection of County Road (CR) 700 S adding a total of 304.8 m (1,000 ft) east and west with a north and south dimension of 30.48 m (100 ft). The project area encompasses 12.93 hectares (ha) [31.95 acres (ac)].

The purposes of this investigation are to determine whether archaeological resources exist within the project area, where they exist, and to make preliminary recommendations of eligibility for inclusion to the Indiana Register of Historic Sites and Structures (IRHSS) and the National Registry of Historic Places (NRHP), if possible.

The archaeological fieldwork was done in compliance with the *Indiana Cultural Resource Manual* (Indiana Department of Transportation [INDOT] 2019) and the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA) archaeological guidelines (2008). Additionally, fieldwork was in compliance with the Indiana Historic Preservation Act (312 IAC 21 and 312 IAC 22), and consistent with Section 106 of the National Historic Preservation Act (54 U.S.C. 306108) and regulations found at 36 C.F.R. Part 800. All staff members involved met or exceeded professional qualification standards.

The fieldwork was completed July 11–18, 2019 and May 20–22, 2020. The Phase Ia reconnaissance survey identified nine new sites: 12-G-0283–12-G-0291. Elements of two previously inventoried sites, 12-G-0070 and 12-G-0209, were also documented. Sites 12-G-0283, 12-G-0284, 12-G-0285, 12-G-0286, 12-G-0287, 12-G-0289, 12-G-0290 are historic sites show the Town of Upland's notable growth. 12-G-0288 is a prehistoric lithic scatter and historic isolate find and 12-G-0291 is a prehistoric isolate find.

None of these archaeological sites are recommended eligible for listing on the IRHSS or the NRHP. In the unlikely event that archaeological materials or human remains are unearthed during the construction phase of the project, all work must halt and archaeologists from the IDNR, DHPA and the INDOT – Cultural Resource Office must be notified immediately.

Historic Properties Report for the
SR 22 Bridge and Road Reconstruction Project
Town of Upland, Grant County, Indiana
(Des. Nos. 1383460, 1800168, and 1702864)

By

Leah J. Konicki and Douglas Terpstra, MS

Submitted By:
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300

Submitted To:
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Leah J. Konicki, Principal Investigator

May 29, 2020

ASC GROUP, INC. | ARCHAEOLOGY | ARCHITECTURAL HISTORY | ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed SR 22 Bridge and Road Reconstruction Project (Des. Nos. 1383460, 1800168, and 1702864), Town of Upland, Grant County, Indiana. The project will reconstruct SR 22 including new Hot Mix Asphalt (HMA) pavement, curbing, and sidewalks, and replace the bridge over the Central Railroad Company of Indianapolis (CERA) Railroad. This will be combined with a local/Federal Highway Administration (FHWA)-funded downtown streetscape project. Aboveground resources located within the project's APE were identified and were evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed on the National Register of Historic Places (NRHP). As this project is receiving funding from the FHWA, it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP. As a result of the identification and evaluation efforts for this project, no resources are recommended eligible for listing in the NRHP for the purposes of this project.

Appendix D sub-appendix For Section 106 Documentation

APPENDIX D: CONSULTING PARTIES LIST AND CORRESPONDENCE

From:	Leah Konicki
To:	"bmccord@dnr.IN.gov"; "phayden@indianalandmarks.org"; "JBonham@uplandindiana.com"; "HCrouch@uplandindiana.com"; "WRoss@uplandindiana.com"; "HSlain@uplandindiana.com"; "RSutherland@uplandindiana.com"; "JPerez@uplandindiana.com"; "jfwallace@taylor.edu"; "commissioners@grantcounty.net"; "highway@grantcounty.net"; "wfmunn@gmail.com"; "Gc.hs@hotmail.com"; "teckerle@grantcounty.com"; "areaplan@grantcounty.net"
Cc:	Miller, Daniel J; Miller, Daniel J; "Port, Juliet"; Moushon, Gregory; "Muellner, Kyle"; "Ross, Anthony"; Branigin, Susan; Kumar, Anuradha; Miller, Shaun (INDOT); Yarian, Matthew; NorthSplit; Taylor, Matt
Subject:	SR 22 Reconstruction, Des. Nos. 1383460, 1800168, and 1702864, Town of Upland, Grant County
Date:	Tuesday, December 10, 2019 9:06:08 AM
Attachments:	SR 22 Upland_DES 1800168 and 170286 _CP Letter_20191209.pdf

The Town of Upland and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the SR 22 Reconstruction project (Des Nos. 1383460, 1800168, and 1702864).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Office
Indiana Landmarks, Northeast Regional Office
Town Council, Town of Upland
Upland Town Manager
Taylor University
Grant County Commission
Jefferson Township Trustee
Grant County Highway Department
Grant County Historian
Grant County Historical Society
Upland Area Historical Society
Grant County Economic Growth Council
Grant County Area Plan
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your

related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

From:	Ross, Anthony
To:	thpo@estoo.net; "dhunter@miamination.com"; lpappenfort@peoriatribe.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov); michael.laronge@fcpotawatomi-nsn.gov
Cc:	Leah Konicki; Miller, Daniel J; Branigin, Susan; Miller, Shaun (INDOT); Allen, Michelle (FHWA); Kumar, Anuradha
Subject:	SR 22 Reconstruction, Des. Nos. 1383460, 1800168, and 1702864, Town of Upland, Grant County
Date:	Tuesday, December 10, 2019 12:03:18 PM
Attachments:	image001.png image002.png image003.png image004.png image006.png SR 22 Upland_DES 1383460 _CP Letter_20191209.pdf

Des Nos. 1383460, 1800168 and 1702864
Project Description: SR 22 Reconstruction
Location: Upland, Grant County

The Town of Upland and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the SR 22 Reconstruction project (Des Nos. 1383460, 1800168, and 1702864).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Office
Indiana Landmarks, Northeast Regional Office
Town Council, Town of Upland
Upland Town Manager
Taylor University
Grant County Commission
Jefferson Township Trustee
Grant County Highway Department
Grant County Historian
Grant County Historical Society
Upland Area Historical Society
Grant County Economic Growth Council
Grant County Area Plan
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Anthony Ross, Ph.D.
LPA Program Administrator
Cultural Resources Office
Environmental Services
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 234-0142
Email: aross3@indot.in.gov

**** Historic Property Report (HPR) guidelines can be found here**

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 9, 2019

This letter was sent to the listed parties.

RE: State Route 22 Reconstruction, Des. Nos. 1383460, 1800168 and 1702864, Town of Upland, Grant County, Indiana

Dear Consulting Party,

The Town of Upland and the Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 22 Reconstruction project (Des. Nos. 1383460, 1800168 and 1702864). ASC Group, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Numbers and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The project is located in Section 3, Township 23 North, Range 9 East, Grant County, Indiana, and on the Hartford City West, Indiana USGS Topographical Map. The primary needs for this project are due to the deteriorating condition of the existing roadway and the bridge (Structure No. 22-27-02130A) over the Central Railroad Company of Indianapolis (CERA) railroad. Roadway deficiencies include cracking, potholing, and inadequate drainage. Bridge deficiencies include substandard vertical clearance, shoulder and sidewalk width, and stopping sight distance. Secondary needs for this project include uneven grade changes and lack of storm water management facilities, ADA-compliant pedestrian facilities, and inadequate street lighting along North Main Street from Railroad Street to Urban Street. The purpose of the project is to provide an operationally safe and structurally sound roadway and bridge for the traveling public through this section of SR 22. The secondary purpose of this project is to provide storm water management facilities, ADA-compliant pedestrian facilities, sufficient street lighting, as well as aesthetic and functional enhancements along North Main Street from Railroad Street to Urban Street.

The Town of Upland and INDOT propose this roadway and bridge project, which will be combined with a local/FHWA-funded downtown streetscape project, designated as a “Small Town Project.” Plans include replacing the bridge over CERA railroad, installing new Hot Mix Asphalt (HMA) pavement, curbing, and sidewalks starting at the north portion of the project and ending at the Taylor University entrance. HMA overlay and minor structural work is proposed from the Taylor University entrance south to the SR 26 intersection. The roadway will be 24-ft wide, with a 2-ft curb and gutter, and average width of the sidewalk of 6-ft. Currently, the existing sidewalks and curb ramps are non-compliant with the Americans with Disabilities Act (ADA). The

existing right-of-way (ROW) width is 50-ft, and a 5-ft strip of new permanent ROW on either side of SR 22 will be acquired for sidewalk reconstruction.

The streetscape portion of the project, which extends from Urban Street to Railroad Street, includes the full depth reconstruction of North Main Street to provide a new profile grade for better connection with building finished floor elevations; lane narrowing; reconfiguration of on-street parking; and the installation of landscape elements, street lighting, a storm water management system, and ADA-compliant curb ramps and sidewalks. Within the streetscape portion of the project, the roadway will be 24 ft and with 2 ft curb/gutter, 8 ft on-street parking, 5 ft buffer strips, and 5 ft sidewalks. Additionally, there will be incidental work to tie-in pavement elevations at cross streets.

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

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review.

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

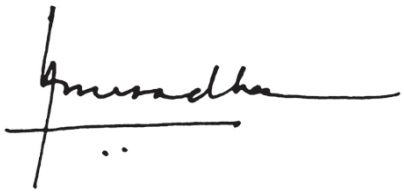
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time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

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc. at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc. at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

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

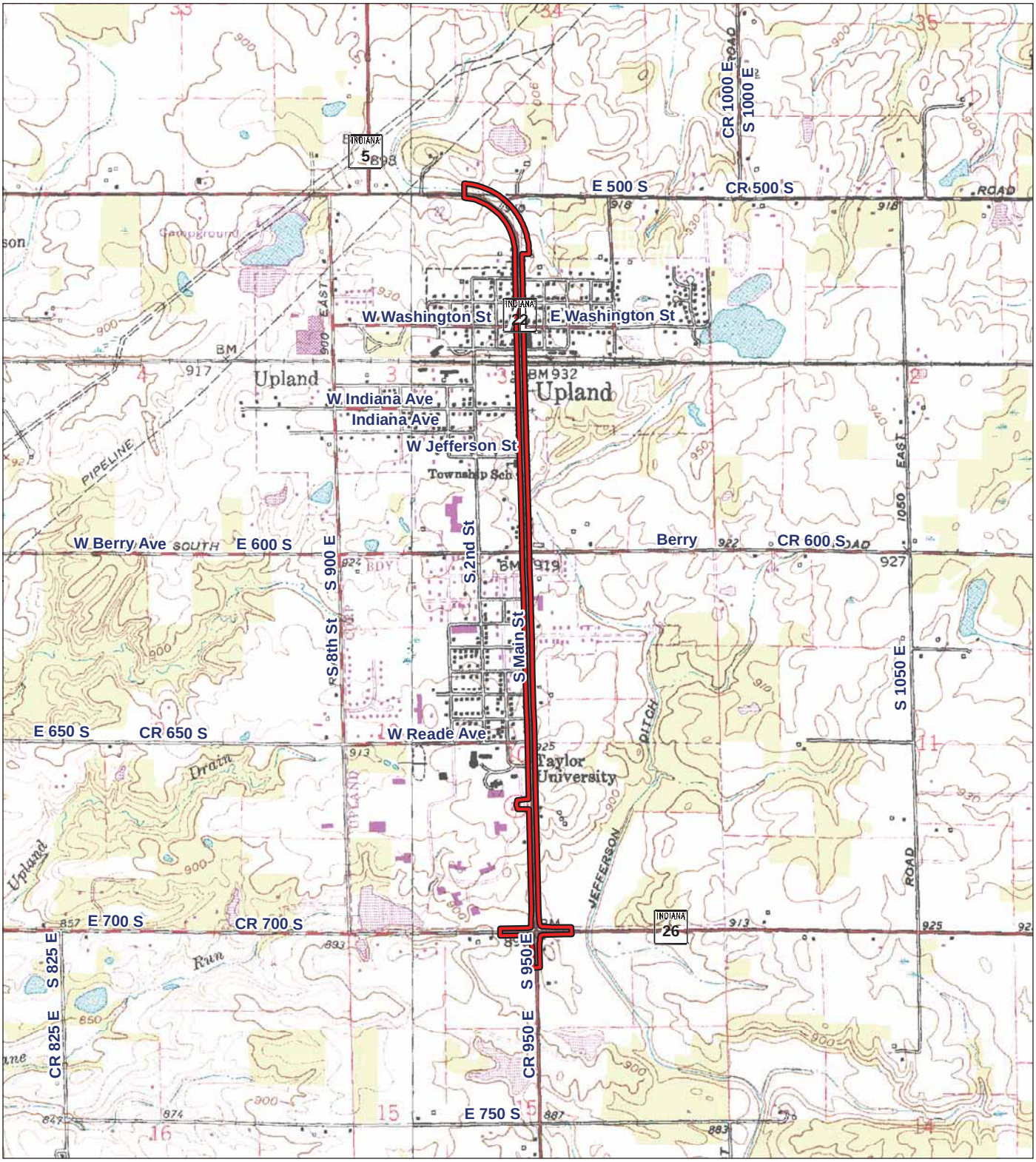
Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Indiana Landmarks, Northeast Regional Office
Town Council, Town of Upland
Upland Town Manager
Taylor University
Ron Mowery, Grant County Commission, District 1
Mark E. Bardsley, Grant County Commission, District 2
Michael H. Burton, Grant County Commission, District 3
Jefferson Township Trustee
Grant County Highway Department
Grant County Historian
Grant County Historical Society
Upland Area Historical Society
Grant County Economic Growth Council
Grant County Area Plan
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians



Project area boundary

0 200 400 600 800 1000 Meters

0 1000 2000 3000 Feet

Attachment

Portions of the 1960 Gas City and 1960 Hartford City West, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the State Route 22 Reconstruction Project (Des. Nos. 1383460, 1800168 and 1702864), Town of Upland, Grant County.

Base: USGS Gas City and Hartford City West, Indiana, 7.5' series quadrangles

Created by JVT; last saved: 11/11/2019 7:15:18 AM

SR 22 Reconstruction
Upland, Jefferson Township, Grant County, Indiana
Des. No. 1383460, 1800168 and 1702864
November 25, 2019

Consulting Parties List

SHPO
Beth K. McCord, Deputy State Historic Preservation Officer
Indiana DNR Division of Historic Preservation and Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204

Indiana Landmarks
Northeast Field Office
Paul Hayden, Director
231 W. Canal Street
Wabash, IN 46992
phayden@indianalandmarks.org

Town Council, Town of Upland
87 N. Main Street
P. O. Box 428
Upland, IN 46989
765-998-7439
John Bonham, President
Heath Crouch, Vice President
Warren Ross, Council Member
Heath Slain, Council Member
Ron Sutherland, Council Member

Upland Town Manager
87 N. Main Street
P. O. Box 428
Upland, IN 46989
765-998-7439
Jonathan Perez, Town Manager

Taylor University
236 W. Reade Avenue
Upland, IN 46989
800-882-3456 or 765-998-5134
Paige Comstock Cunningham, Ph.D., J.D., Interim President
Jeff Wallace, Chief of Campus Police
jfwallace@taylor.edu

Grant County Commission
Grant County Government
401 S Adams Street
Marion, IN 46953
Ron Mowery, District 1
Mark E. Bardsley, District 2
Michael H. Burton, District 3
commissioners@grantcounty.net

Jefferson Township Trustee
Craig Luthy
595 Warkentin Court
Upland, IN 46989
765-998-7896

Highway Department – Grant County
David White, Superintendent
3939 Garthwaite Road
Gas City, IN 46933
highway@grantcounty.net

Grant County Historian
William F. Munn
800 W. Euclid Avenue
Marion, IN 46952-3489
wfmunn@gmail.com

Grant County Historical Society
P. O. Box 1951
Marion, IN 46952-8351
Sue Israel, President
Gc.hs@hotmail.com

Upland Area Historical Society
P. O. Box 577
Upland, IN 46989-0577
Nancy Showalter Gore, President

Grant County Economic Growth Council
Tim Eckerle, Executive Director
301 S. Adams Street
Marion, IN 46953
teckerle@grantcounty.com

Grant County Area Plan
Larry Strange, AICP, CFM
401 S. Adams Street
Marion, IN 46953
areaplan@grantcounty.net

Indian Tribes
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians

Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 ● P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 ● Fax: (918) 542-7260
www.miamination.com

Via email: smiller@indot.IN.gov

January 6, 2020

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

Re: Des. Nos. 1383460, 1800168, and 1702864, SR 22 Reconstruction, Town of Upland, Grant County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this project is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

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

December 31, 2019

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: Early coordination letter for State Route 22 Reconstruction project in Upland, Grant County, Indiana (Des. No. 1383460, 1800168, 1702864; DHPA No. 24776)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's December 9th, 2019 early coordination letter, which we received on December 16, 2019 for the aforementioned project.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

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

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Route 22 Reconstruction project in Upland, Grant County, Indiana (Des. No. 1383460, 1800168, 1702864), please refer to DHPA No. 24776.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Joyce Newland, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Anthony Ross, INDOT
Leah J. Konicki, ASC Group, Inc.
Wade T. Tharp, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA

From:	Leah Konicki
To:	"BMccord@dnr.IN.gov"
Cc:	Miller, Daniel J; "Port, Juliet"; Moushon, Gregory; "Muellner, Kyle"; Taylor, Matt; Harry Nikides; Doug Terpstra; "Ross, Anthony"; Miller, Shaun (INDOT); Branigin, Susan; Kumar, Anuradha; Yarian, Matthew; Novak, Karen
Subject:	FHWA Project: SR 22 Bridge and Road Reconstruction Project, Grant County, Des. No. 1383460, 1800168 and 1702864, DHPA No. 24776
Date:	Friday, May 29, 2020 1:03:37 PM
Attachments:	SR 22 Reconstruction_DN1383460 1800168 1702864_Distrib Ltr & HPR_0529202....pdf

Des. No.: 1383460, 1800168 and 1702864
DHPA No.: 24776
Project Description: SR 22 Bridge and Road Reconstruction Project
Location: Upland, Grant County

The Indiana Department of Transportation and the Town of Upland, with funding from the Federal Highway Administration, propose to proceed with the SR 22 Bridge and Road Reconstruction Project, Des. No. 1383460, 1800168 and 1702864, in Upland, Grant County. The Section 106 Early Coordination Letter for this project was originally distributed on December 9, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review the attached letter and report, which are also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

From:	Miller, Shaun (INDOT)
To:	Diane Hunter
Cc:	Ross, Anthony; Leah Konicki
Subject:	FW: FHWA Project: SR 22 Bridge and Road Reconstruction Project, Grant County, Des. No. 1383460, 1800168 and 1702864, DHPA No. 24776
Date:	Friday, May 29, 2020 1:44:11 PM
Attachments:	SR 22 Reconstruction_DN1383460 1800168 1702864_Distrib Ltr & HPR_0529202....pdf

Des. No.: 1383460, 1800168 and 1702864
DHPA No.: 24776
Project Description: SR 22 Bridge and Road Reconstruction Project
Location: Upland, Grant County

The Indiana Department of Transportation and the Town of Upland, with funding from the Federal Highway Administration, propose to proceed with the SR 22 Bridge and Road Reconstruction Project, Des. No. 1383460, 1800168 and 1702864, in Upland, Grant County. The Section 106 Early Coordination Letter for this project was originally distributed on December 9, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review the attached letter and report, which are also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

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Thank you in advance for your input,

Shaun Miller
INDOT, Cultural Resources Office
Archaeology Team Lead
(317)233-6795

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 29, 2020

This letter was sent to the listed parties.

RE: SR 22 Bridge and Road Reconstruction Project, Town of Upland, Grant County
Des. No. 1383460, 1800168 and 1702864
DHPA No. 24776

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) and the Town of Upland, with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 22 Bridge and Road Reconstruction Project (Des. Nos. 1383460, 1800168 and 1702864). Please note that in previous correspondence, this project was referred to as the "SR 22 Reconstruction Project," but the title has since been changed to better reflect the scope of work. In all future Section 106 correspondence, the project will be referred to as the "SR 22 Bridge and Road Reconstruction Project."

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on December 9, 2019.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26 in Grant County, Indiana. The project is located within Jefferson Township on the Hartford City West, Indiana USGS Topographical Map in Sections 3, 10, and 15, Township 23 North, Range 9 East and Section 34, Township 24 North, Range 9 East.

The need for the SR 22 over Central Railroad of Indiana (CERA) Railroad bridge replacement project, Des. No. 1383460, stems from the deteriorating condition of the structure, INDOT Structure No. 22-27-02130A, along with several substandard elements. In the July 1, 2019 INDOT *Bridge Inspection Report*, the bridge superstructure was rated 5, fair condition. Issues include spalling, delamination, and minor section loss. The overall sufficiency rating of the structure was rated 75.8 out of a possible 100. Other deficiencies include a substandard vertical clearance of 22.4 feet (the minimum standard is 23 feet); substandard stopping site distance and intersection site distance criteria caused by the severe vertical curve on the existing structure; and substandard shoulder and sidewalk widths. The purpose of the bridge replacement project is to extend the service life of the SR 22 crossing over the CERA railroad by at least 75 years, and meet federal standards including a minimum vertical clearance of 23 feet and site distance criteria.

The need for the SR 22 roadway reconstruction project, Des. Nos. 1702864 and 1800168, stems from the deteriorating pavement conditions and a lack of American with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Additionally, the project area lacks sufficient stormwater management, and there are existing grade changes that inhibit positive drainage. Furthermore, within downtown Upland, from Urban Street to the SR 22 bridge over the CERA railroad, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway reconstruction project is to extend the life of the SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide a continuous streetscape, parking, and lighting amenities in downtown Upland.

The existing bridge structure, INDOT Structure No. 22-27-02130A, is the main crossing point over the CERA railroad in Upland, and one of only two track crossings in the town. The bridge was constructed in 1967 and is a three-span, approximately 145-foot long, 52-foot wide, prestressed reinforced concrete box beam bridge. The bridge consists of two travel lanes with variable width paved outside shoulders. Two 4.5-foot wide sidewalks on the bridge connect to 5-foot wide sidewalks at both ends of the bridge.

SR 22 within the project area has one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. Sidewalk locations and widths vary throughout, but generally span from the back of curb to building faces within the downtown area. From the bridge over the CERA railroad south, sidewalks are generally four to five feet wide and offset. On-street parking is limited in downtown Upland.

There are a variety of stormwater management systems within the project area, including storm sewers, curb, inlets, ditches, and drainage tile. Two unnamed tributaries (UNTs) are carried beneath SR 22 in culverts: a 2.8-foot wide by 4.5-foot tall metal pipe arch culvert, and a triple-pipe structure (three 24-inch diameter, reinforced concrete pipes).

The recommended alternative will replace the current bridge over the CERA railroad with a new, three-span bridge. Existing pavement will be replaced from Urban Street to the entrance of Taylor University. The roadway will be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks will average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded, including the replacement of the two existing culverts. Additionally, within downtown Upland, a continuous streetscape that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

The recommended alternative will require strips of new right-of-way from both sides of SR 22 to accommodate the construction of the upgraded sidewalks and drainage improvements. Approximately 2.5 to 3 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, will be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals. Construction is scheduled to begin in the spring of 2023.

ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status–as well as additional entities that are currently being invited to become consulting parties–are identified in the attached list.

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

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

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

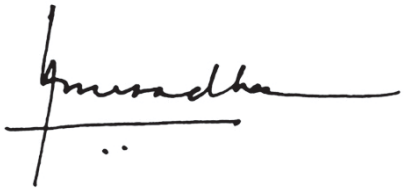
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Miami Tribe of Oklahoma

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

HISTORIC PRESERVATION AND ARCHAEOLOGY

June 22, 2020

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: Historic property report (Konicki, 5/29/2020) for the State Route 22 Bridge and Road Reconstruction Project in Upland, Grant County, Indiana (Des. No. 1383460, 1800168, & 1702864; DHPA No. 24776)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed your May 29, 2020, review request submittal form, which enclosed the historic property report ("HPR"; Konicki, 5/29/2020), which we received on May 29, for the aforementioned project.

The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

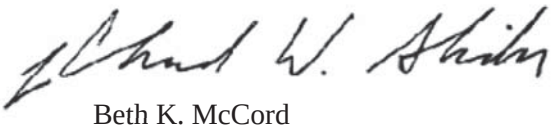
For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that there are no historic properties that are listed or eligible for inclusion in the National Register of Historic Places within the project's APE. However, if any consulting party disagrees with any conclusions of the HPR, then further consultation would be necessary.

We look forward to reviewing the report on investigations of archaeological resources that INDOT's May 26 letter indicated will be forthcoming.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Route 22 Bridge and Road Reconstruction project in Upland, Grant County (Des. No. 1383460, 1800168, and 1702864), please continue to refer to DHPA No. 24776.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Anthony Ross, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah Konicki, ASC Group, Inc.
Diane Hunter, Miami Tribe of Oklahoma
Danielle Kauffmann, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

From:	Leah Konicki
To:	"BMccord@dnr.IN.gov"
Cc:	Ross, Anthony; "Coon, Matthew"; "Miller, Daniel J"; "Port, Juliet"; Lee, Alexander; Branigin, Susan; Kumar, Anuradha; Yarian, Matthew
Subject:	FHWA Project: SR 22 Bridge Replacement and Reconstruction Project, Grant County, Des. No. 1383460, 1800168 and 1702864, DHPA No. 24776
Date:	Friday, December 18, 2020 3:22:32 PM
Attachments:	SR 22 Recon_DN1800168 1702864 PhIa distrb letter.pdf

Des. No.: 1383460, 1800168 and 1702864
DHPA No.: 24776
Project Description: SR 22 Bridge Replacement and Reconstruction Project
Location: Upland, Grant County

The Town of Upland, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 22 Bridge Replacement and Reconstruction Project, Des. No. 1383460, 1800168 and 1702864, in Upland, Grant County. The Section 106 Early Coordination Letter for this project was originally distributed on December 9, 2019.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317- or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-416-0876.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

From:	Coon, Matthew
To:	Diane Hunter
Cc:	Carmany-George, Karstin (FHWA); Miller, Shaun (INDOT); Ross, Anthony; Leah Konicki
Subject:	FHWA Project: SR 22 Bridge Replacement and Reconstruction Project, Grant County, Des. No. 1383460, 1800168 and 1702864, DHPA No. 24776
Date:	Friday, December 18, 2020 4:08:06 PM
Attachments:	SR 22 Recon_DN1800168 1702864 PhIa distrb letter.pdf

Des. No.: 1383460, 1800168 and 1702864
DHPA No.: 24776
Project Description: SR 22 Bridge Replacement and Reconstruction Project
Location: Upland, Grant County

The Town of Upland, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 22 Bridge Replacement and Reconstruction Project, Des. No. 1383460, 1800168 and 1702864, in Upland, Grant County. The Section 106 Early Coordination Letter for this project was originally distributed on December 9, 2019.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties.

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Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Matt Coon
Archaeologist, Cultural Resources Office
Indiana Department of Transportation
100 North Senate Ave., **N758-Environmental Services**
Indianapolis, IN 46204
Phone: **317-697-9752**

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 18, 2020

This letter was sent to the listed parties.

RE: SR 22 Bridge and Road Reconstruction Project, Town of Upland, Grant County
Des. No. 1383460, 1800168 and 1702864
DHPA No. 24776

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) and the Town of Upland, with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 22 Bridge and Road Reconstruction Project (Des. Nos. 1383460, 1800168 and 1702864). Please note that in previous correspondence, this project was referred to as the "SR 22 Reconstruction Project," but the title has since been changed to better reflect the scope of work. In all future Section 106 correspondence, the project will be referred to as the "SR 22 Bridge and Road Reconstruction Project."

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on December 9, 2019.

The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26 in Grant County, Indiana. The project is located within Jefferson Township on the Hartford City West, Indiana USGS Topographical Map in Sections 3, 10, and 15, Township 23 North, Range 9 East and Section 34, Township 24 North, Range 9 East.

The need for the SR 22 over Central Railroad of Indiana (CERA) Railroad bridge replacement project, Des. No. 1383460, stems from the deteriorating condition of the structure, INDOT Structure No. 22-27-02130A, along with several substandard elements. In the July 1, 2019 INDOT *Bridge Inspection Report*, the bridge superstructure was rated 5, fair condition. Issues include spalling, delamination, and minor section loss. The overall sufficiency rating of the structure was rated 75.8 out of a possible 100. Other deficiencies include a substandard vertical clearance of 22.4 feet (the minimum standard is 23 feet); substandard stopping site distance and intersection site distance criteria caused by the severe vertical curve on the existing structure; and substandard shoulder and sidewalk widths. The purpose of the bridge replacement project is to extend the service life of the SR 22 crossing over the CERA railroad by at least 75 years, and meet federal standards including a minimum vertical clearance of 23 feet and site distance criteria.

The need for the SR 22 roadway reconstruction project, Des. Nos. 1702864 and 1800168, stems from the deteriorating pavement conditions and a lack of American with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Additionally, the project area lacks sufficient stormwater management, and there are existing grade changes that inhibit positive drainage. Furthermore, within downtown Upland, from Urban Street to the SR 22 bridge over the CERA railroad, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway reconstruction project is to extend the life of the SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide a continuous streetscape, parking, and lighting amenities in downtown Upland.

The existing bridge structure, INDOT Structure No. 22-27-02130A, is the main crossing point over the CERA railroad in Upland, and one of only two track crossings in the town. The bridge was constructed in 1967 and is a three-span, approximately 145-foot long, 52-foot wide, prestressed reinforced concrete box beam bridge. The bridge consists of two travel lanes with variable width paved outside shoulders. Two 4.5-foot wide sidewalks on the bridge connect to 5-foot wide sidewalks at both ends of the bridge.

SR 22 within the project area has one 12-foot wide travel lane in each direction. Auxiliary lanes are present for the main entrance to Taylor University and the SR 26 intersection. Shoulders and sidewalks are variable. From Urban Street to Jefferson Street, there is five to six feet of additional pavement (shoulder) in each direction, and curb and gutter. From Jefferson Street to SR 26, there is zero to two feet of paved shoulder. Sidewalk locations and widths vary throughout, but generally span from the back of curb to building faces within the downtown area. From the bridge over the CERA railroad south, sidewalks are generally four to five feet wide and offset. On-street parking is limited in downtown Upland.

There are a variety of stormwater management systems within the project area, including storm sewers, curb, inlets, ditches, and drainage tile. Two unnamed tributaries (UNTs) are carried beneath SR 22 in culverts: a 2.8-foot wide by 4.5-foot tall metal pipe arch culvert, and a triple-pipe structure (three 24-inch diameter, reinforced concrete pipes).

The recommended alternative will replace the current bridge over the CERA railroad with a new, three-span bridge. Existing pavement will be replaced from Urban Street to the entrance of Taylor University. The roadway will be 22-feet to 24-feet wide, with a two-foot curb and gutter. Sidewalks will average five feet wide, and ADA-compliant curb ramps and pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded, including the replacement of the two existing culverts. Additionally, within downtown Upland, a continuous streetscape that includes parking spaces, sidewalk bump-outs, and upgraded lighting is proposed.

The recommended alternative will require strips of new right-of-way from both sides of SR 22 to accommodate the construction of the upgraded sidewalks and drainage improvements. Approximately 2.5 to 3 acres of permanent right-of-way, and up to 0.5 acre of temporary right-of-way, will be acquired for this project. The maintenance of traffic (MOT) scheme has several alternatives. During construction, traffic could be maintained through the use of detours and/or one-lane operations controlled by temporary signals. Construction is scheduled to begin in the spring of 2023.

ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status–as well as additional entities that are currently being invited to become consulting parties–are identified in the attached list.

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

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

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no resources are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified nine new sites within the project area; in addition, elements of two previously inventoried sites were documented. As a result of these efforts, newly documented sites 12-G-0283–12-G-0291 and previously inventoried sites 12-G-0070 and 12-G-0209 were recommended not eligible for listing in the NRHP and no further work is recommended.

The archeology report (tribes only) is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

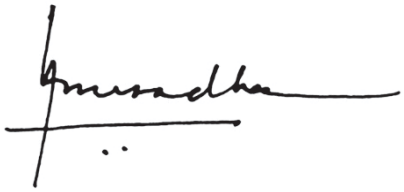
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Miami Tribe of Oklahoma

From:	Leah Konicki
To:	"Burkett, Miriam"
Subject:	FW: FHWA Project: SR 22 Bridge Replacement and Reconstruction Project, Grant County, Des. No. 1383460, 1800168 and 1702864, DHPA No. 24776
Date:	Friday, December 18, 2020 3:23:34 PM
Attachments:	SR 22 Recon_DN1800168 1702864 PhIa distrb letter.pdf SR 22 Recon_DN 1800168 1702864 PhIa Arch Reprt Rev 11.20.2020.pdf

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Des. No.: 1383460, 1800168 and 1702864
DHPA No.: 24776
Project Description: SR 22 Bridge Replacement and Reconstruction Project
Location: Upland, Grant County

The Town of Upland, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with the SR 22 Bridge Replacement and Reconstruction Project, Des. No. 1383460, 1800168 and 1702864, in Upland, Grant County. The Section 106 Early Coordination Letter for this project was originally distributed on December 9, 2019.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317- or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-416-0876.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

ASC GROUP, INC. ARCHAEOLOGY ARCHITECTURAL HISTORY ENVIRONMENT
CULTURAL AND ENVIRONMENTAL CONSULTANTS

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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

January 19, 2021

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: Phase Ia archaeological records check and field reconnaissance survey report (Aukeman et al., 11/20/2020) for the State Route 22 Bridge and Road Reconstruction Project in Upland, Grant County, Indiana (Des. No. 1383460, 1800168, and 1702864; DHPA No. 24776)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed INDOT's December 18, 2020, distribution letter, which enclosed the Phase Ia archaeological records check and field reconnaissance survey report, received by our office the same day, for the aforementioned project.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that there are no historic properties that are listed or eligible for inclusion in the National Register of Historic Places ("NRHP") within the project's APE. However, if any consulting party disagrees with any conclusions of the HPR, then further consultation would be necessary.

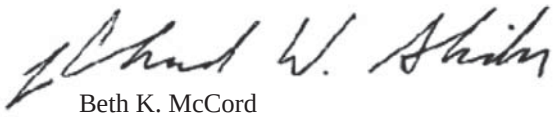
Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological records check and field reconnaissance survey report (Aukeman et al., 11/20/2020), that archaeological sites 12-G-0283, 12-G-0284, 12-G-0285, 12-G-0286, 12-G-0287, 12-G-0288, 12-G-0289, 12-G-0290, and 12-G-0291 (all of which were identified during the archaeological investigations) do not appear eligible for inclusion in the NRHP; that archaeological sites 12-G-0070 and 12-G-0209 (both of which were resurveyed during the archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear to be necessary in the proposed project area

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the State Route 22 Bridge and Road Reconstruction project in Upland, Grant County (Des. No. 1383460, 1800168, and 1702864), please continue to refer to DHPA No. 24776.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:WTT:wtt

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah Konicki, ASC Group, Inc.
Diane Hunter, Miami Tribe of Oklahoma
Danielle Kauffmann, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

AFFP

Public Notice Des. No. 1383460

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

Affidavit of Publication

STATE OF IN }
COUNTY OF GRANT } SS

Shelva Garrison, being duly sworn, says:

That she is A CUSTOMER SERVICE REP of the CHRONICLE TRIBUNE, a Daily newspaper of general circulation, printed and published in MARION, GRANT County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on

March 04, 2021

Publisher's Fee: $ 284.27

That said newspaper was regularly issued and circulated on those dates.

SIGNED: Shelva Garrison

Subscribed to and sworn to me this 4th day of March 2021.

Rebecca Jo Barr

Rebecca Jo Barr, Notary Public 08/22/2024

REBECCA JO BARR
Notary Public, State of Indiana
Grant County
Commission # 689780
My Commission Expires
August 22, 2024

60198335 61178782

Public Notice
Des. No. 1383460, 1800168, AND 1702864

The Town of Upland and the Indiana Department of Transportation (INDOT) are planning to undertake a road reconstruction project, funded in part by the Federal Highway Administration (FHWA). The proposed undertaking is located on SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The recommended alternative includes replacement of the current bridge over Central Railroad of Indianapolis (CERA) railroad. Existing pavement, curbs, and sidewalks will be replaced from Urban Street to just south of the entrance of Taylor University. The sidewalks will be five feet wide, and curb ramps will be installed or upgraded where needed. Stormwater management systems will be upgraded. Additionally, within downtown Upland, a streetscape that includes parking spaces, sidewalk bump-outs, plantings, amenities, and upgraded lighting is proposed. This project requires a total of approximately 1.94 acres of new right-of-way and 0.5 acre of temporary right-of-way.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The INDOT, on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) is available for inspection at ASC Group, Inc. at 9376 Castlegate Drive, Indianapolis, Indiana 46256. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Harry S. Nikides at ASC Group, Inc., 9376 Castlegate Drive, Indianapolis, Indiana 46256, 317.915.9300, hnikides@ascgroup.net no later than April 3rd, 2021.

In accordance with the "Americans with Disabilities Act," if you have a disability for which Grant County needs to provide accessibility to the document such as interpreters or readers, please contact Leah Konicki at 317.915.9300 or lkonicki@ascgroup.net.

HSPAXLP.03/04/2021

ASC GROUP, INC
9376 Caslegate Dr.
Indianapolis, IN 46256

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

HISTORIC PRESERVATION AND ARCHAEOLOGY

March 15, 2021

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: Indiana Department of Transportation's finding of "no historic properties affected" on behalf of the Federal Highway Administration for the State Route 22 Bridge and Road reconstruction in Upland, Grant County, Indiana (Des. No. 1383460, 1800168, & 1702864; DHPA No. 24776)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your February 26, 2021 submission which enclosed INDOT's finding and documentation for the aforementioned project, received by our office the same day.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that there are no historic properties listed or eligible for inclusion in the National Register of Historic Places ("NRHP") located within the project's area of potential effects.

Furthermore, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. We concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological records check and field reconnaissance survey report (Aukeman et al., 11/20/2020), that archaeological sites 12-G-0283, 12-G-0284, 12-G-0285, 12-G-0286, 12-G-0287, 12-G-0288, 12-G-0289, 12-G-0290, and 12-G-0291 (all of which were identified during the archaeological investigations) do not appear eligible for inclusion in the NRHP; that archaeological sites 12-G-0070 and 12-G-0209 (both of which were resurveyed during the archaeological investigations) do not appear eligible for inclusion in the NRHP; and that no further archaeological investigations appear to be necessary in the proposed project area.

Accordingly, we concur with INDOT's February 26, 2021, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The archaeological reviewer for this project on the Indiana SHPO staff is Wade T. Tharp and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about the review process, please contact initially the INDOT Cultural Resource Office staff members assigned to this project.

In any future correspondence regarding the SR 22 Bridge and Road Reconstruction in Grant County, (Des. No. 1383460, 1800168, 1702864), please continue to refer to DHPA No. 24776.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Susan Branigin, INDOT
Shaun Miller, INDOT
Leah Konicki, ASC Group, Inc.
Diane Hunter, Miami Tribe of Oklahoma
Wade T. Tharp, DNR-DHPA
Danielle Kauffmann, DNR-DHPA

Appendix E

Red Flag Investigation and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: December 1, 2020

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

In April 2021, the recommended alternative for the bridge project, Des. 1383460, was revised from a bridge replacement to a superstructure replacement (Appendix I-35 to I-38). There is no change to project limits or impacts.

From: Eric Jagger
Parsons
101 W Ohio Street, Suite 2121
Indianapolis, IN 46204
Eric.Jagger@Parsons.com

Re: RED FLAG INVESTIGATION
DES 1383460 (Lead), 1702864, & 1800168, State Project
Bridge and Road Reconstruction
State Road (SR) 22
Grant County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) is planning a bridge and road reconstruction project on SR 22 (locally designated as Main Street) in Grant County, Indiana. The project is located along an urban section of SR 22. Land adjacent to the project includes a railroad, row-crop fields, Taylor University, commercial properties, and residential properties.

Work for this project includes replacing the current bridge over the Central Railroad of Indianapolis (CERA) railroad with a new, three-span bridge. Existing pavement along SR 22 will be replaced from Urban Street to just south of the entrance of Taylor University. The roadway will be 22 to 24 feet wide, with a two-foot curb and gutter. Sidewalks will average five feet wide, and Americans with Disabilities Act (ADA) compliant curb ramps. Pedestrian signals will be installed or upgraded where needed. Stormwater management systems will be upgraded, including replacement of the two existing culverts. Additionally, within downtown Upland, streetscaping that includes parking spaces, tree plantings, sidewalk bump-outs, and upgraded lighting is proposed.

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # 22-27-02130A, CV 022-027-49.42, and CV 022-027-49.72
If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).
Proposed right of way: Temporary ☒ # Acres 0.50 Permanent ☒ # Acres 7.61 , Not Applicable ☐

Type of excavation: The new bridge over the CERA railroad will be placed on piers that will likely extend up to 35 feet below grade (ft-bg). The proposed drainage and roadway improvements will include excavations from approximately 3 to 10 ft-bg.
Maintenance of traffic: The maintenance of traffic (MOT) scheme includes the use of detours and one-lane operations controlled by temporary signals. The official detour route will utilize SR 22, I-69, and SR 26.
Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐
State Project: ☒ LPA: ☒ Combined project includes Des. 1702864, a "Small Town" LPA. This project includes local, state, and Federal Highway Administration (FHWA) funding.
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

Religious Facilities	**6***	Recreational Facilities	**6***
Airports[1]	**N/A**	Pipelines	**7**
Cemeteries	**N/A**	Railroads	**1**
Hospitals	**N/A**	Trails	**5***
Schools	**2***	Managed Lands	**N/A**

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

Religious Facilities: Six (6)* religious facilities are located within the 0.5 mile search radius. There are three churches located partially within the project area. New Hope Baptist Church is located at the northwest corner of SR 22 and Railroad Street, Upland Friends Church is located east of SR 22 and Payne Avenue, and Upland Christian Center is located at the northeast corner of SR 22 and Michigan Street. Coordination with New Hope Baptist Church, Upland Friends Church, and Upland Christian Center will occur.

Schools: Two (2) schools are located within the 0.5 mile search radius. Taylor University, is located adjacent to the project area. Coordination with Taylor University will occur. Eastbrook South Elementary is located 0.10 mile west of the project area and may be impacted by the project area. Coordination with Eastbrook South Elementary will occur.

Recreational Facilities: Six (6)* recreational facilities are located within the 0.5 mile search radius. Three recreational facilities are located within or adjacent to the project area. Depot Park is located at the southwest corner of SR 22 and Railroad Street. Eastbrook South Elementary School grounds include a Memorial Park that is partially located within the project area at the southwest corner of SR 22 and W Jefferson Street. Upland Prairie Restoration is located adjacent to the south end of the project area. Coordination with Eastbrook Community Schools Corporation, the Town of Upland Parks Board, and Avis Industrial Corporation will occur.

Pipelines: Seven (7) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment, Indiana Gas Co. Inc., is located 0.06 mile north of the project area. No impact is expected.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The CERA Railroad crosses the project area just south of Railroad Street. Coordination with INDOT Utilities and Railroads should occur.

Trails: Five (5)* trail segments are located within the 0.5 mile search radius. Two trail segments, Depot Park Pathway and Upland Area Greenways, are located adjacent to the project area. Depot Park Pathway is located at the southwest corner of SR 22 and Railroad Street, and Upland Area Greenways is located at the southeast corner of SR 22 and the CERA

railroad. One potential trail segment, a rails-to-trails project from Gas City east to the county line, crosses through the project area. Coordination with the Town of Upland Parks Board, Urban Area Greenways, and Grant County will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**1**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**34**
Canal Structures – Historic	**N/A**	Lakes	**15**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**N/A**
NWI-Lines	**1**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**2**	Sinkhole Areas	**N/A**
Rivers and Streams	**18**	Sinking-Stream Basins	**N/A**

NWI Points: One (1) NWI-point is located within the 0.5 mile search radius. The nearest NWI-point is located 0.42 mile northwest of the project area. No impact is expected.

NWI Lines: One (1) NWI-line is located within the 0.5 mile search radius. The nearest NWI-line is located 0.20 mile east of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): Four (4) 303d Listed Streams are located within the 0.5 mile search radius. The nearest impaired stream, Cane Run, is located 0.23 mile east of the project area. No impact is expected.

Rivers and Streams: Eighteen (18) stream segments are located within the 0.5 mile search radius. One stream, Jefferson Ditch, is located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI-Wetlands: Thirty-four (34) NWI-wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.07 mile east of the project area. No impact is expected.

Lakes: Fifteen (15) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.27 mile west of the project area. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY

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

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**30**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Petroleum Wells: Thirty (30) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located near the southern termini of the project area and is presumed to be plugged. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**6***	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**1**
Construction Demolition Waste	**N/A**	Institutional Controls	**2**
Solid Waste Landfill	**N/A**	NPDES Facilities	**5**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**5**
Leaking Underground Storage (LUST) Sites	**5**	Notice of Contamination Sites	**N/A**

* Includes one incorrectly mapped site. Styles & Smiles Hair Nails, Agency Interest (AID) 58940, 1628 N Main Street, appears to be in the town of Rushville based on the Virtual File Cabinet (VFC) document dated December 16, 1987.

Underground Storage Tank (UST) Sites: Six (6)* USTs are located within the 0.5 mile search radius. Two (2) UST sites are located within or adjacent to the project area. Pak A Sak 13 (aka McClure Store 162), Agency Interest (AID) 19245, 162-212 N Main Street, is at the southeast corner of SR 22 and Anson Street. This is an active facility with recent violations (e.g., March 18, 2020) and is discussed further in the LUST section. Handy Andy Upland, AID 20909, 809-863 S Main Street, is at the northeast corner of SR 22 and E Berry Street. This facility also had recent violations and is discussed below in the LUST and Institutional Controls sections.

Leaking Underground Storage (LUST) Sites: Five (5) LUST sites are located within the 0.5 mile search radius. Four (4) sites are located within or adjacent to the project area. Pak A Sak 13 (aka McClure Store 162), AID 19245, 162-212 N Main Street, is at the southeast corner of SR 22 and Anson Street. This facility had a suspect spill that was deactivated on January 29, 2020. The UST system was initially installed and registered in 1990. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Handy Andy Upland, AID 20909, 809-863 S Main Street, is at the northeast corner of SR 22 and E Berry Street. This facility had a LUST incident that received a No Further Action (NFA) letter on December 17, 2013. The NFA was based on conditional closure for soil and groundwater, an environmental restrictive covenant (ERC), discussed further in the Institutional Controls section, and Notices of Contamination. This included a Notice of Contamination for impacts in the right-of-way that was sent to the Upland Street Department. Residual contamination extends into the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Upland Stop & Go, AID 18678, 314 N Main Street, is at the southeast corner of SR 22 and Urban Street. This facility has a suspect incident that was deactivated on March 20, 2020, and an active LUST release from 1996. An ERC was recorded

on the deed of the property in 2019, see the Institutional Controls section for further discussion. Residual contamination extends into the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Avis Industrial at 1909 South Main Street, AID 20511 had a UST removed in 1999. Residual impacted soil and groundwater remained. In 2015, it received an "unconditional closure" via an NFA letter pursuant to the Remediation Closure Guide. No impact is expected.

Brownfields: One (1) brownfield is located within the 0.5 mile search area. Helping Hands Building, 64 Railroad Street, is located less than 0.1 mile west of the project area near the intersection of SR 22 and Railroad Street. This site was determined to have a "relatively low risk" for redevelopment based on a May 29, 2014 letter. No impact is expected.

Institutional Controls: Two (2) Institutional Control sites are located within the 0.5 mile search radius. The two sites are adjacent to the project area. Handy Andy Upland, AID 20909, 809-863 S Main Street, is at the northeast corner of SR 22 and E Berry Street. This facility had an ERC that was recorded on November 26, 2013. The ERC restricts residential use, groundwater use, agricultural use, restoration requirements, and maintenance of the asphalt pavement and building. Coordination will be conducted with the IDEM Project Manager (Wilfred Michira) identified in the VFC documentation before further site activities occur.

Upland Stop & Go, AID 18678, 314 N Main Street, is at the southeast corner of SR 22 and Urban Street. This facility had an ERC that was recorded on September 18, 2019. The ERC restricts groundwater use and requires further assessment of risks from vapors if there is construction or a change in use. Coordination will be conducted with the IDEM Project Manager (Jake Duman) identified in the VFC documentation before further site activities occur.

NPDES Facilities: Five (5) NPDES facilities are located within the 0.5 mile search radius. The nearest site is Upland Dollar General, located partially within the project area at 815 S Main Street, northeast of the intersection of SR 22 and E Berry Street. The permit is effective until August 12, 2023. Coordination with Upland Partners LLC, 5282 W Booth Road, Liberty, IN 47353 should occur.

NPDES Pipe Facility: Five (5) NDPES pipes are located within the 0.5 mile search radius. The nearest NPDES pipe is located approximately 0.3 mile north of the project. The Upland Waste Water Treatment plant operates under a NDPES permit to discharge effluent to Schwartz Ditch. Based on distance, no impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Grant County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located along an urban section of SR 22. Land adjacent to the project includes a railroad, row-crop fields, Taylor University, commercial properties, and residential properties. The July 1, 2019 inspection report for Bridge #022-27-02130 A states that no evidence of bats was seen or heard under the bridge. The April 13, 2020 inspection report for CV #022-27-49.42 and the May 22, 2020 inspection report for CV #022-27-49.72 state that no evidence of bats was seen or heard in the culverts. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: Six (6) religious facilities are located within the 0.5 mile search radius. There are three churches located partially within the project area. New Hope Baptist Church is located at the northwest corner of SR 22 and Railroad Street, Upland Friends Church is located east of SR 22 and Payne Avenue, and Upland Christian Center is located at the northeast corner of SR 22 and Michigan Street. Coordination with New Hope Baptist Church, Upland Friends Church, and Upland Christian Center will occur.

Schools: Taylor University is located adjacent to the project area and Eastbrook South Elementary School is 0.10 mile west of the project area. Coordination with Taylor University and Eastbrook South Elementary will occur.

Recreational Facilities: Six (6)* recreational facilities are located within the 0.5 mile search radius. Three recreational facilities are located within or adjacent to the project area. Depot Park is located at the southwest corner of SR 22 and Railroad Street. Eastbrook South Elementary School grounds include a Memorial Park that is partially located within the project area at the southwest corner of SR 22 and W Jefferson Street. Upland Prairie Restoration is located adjacent to the south end of the project area. Coordination with Eastbrook Community Schools Corporation, the Town of Upland Parks Board, and Avis Industrial Corporation will occur.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The CERA Railroad crosses the project area just south of Railroad Street. Coordination with INDOT Utilities and Railroads should occur.

Trails: Five (5) trail segments are located within the 0.5 mile search radius. Two trail segments, Depot Park Pathway and Upland Area Greenways, are located adjacent to the project area. Depot Park Pathway is located at the southwest corner of SR 22 and Railroad Street, and Upland Area Greenways is located at the southeast corner of SR 22 and the CERA railroad. One potential trail segment, a rails-to-trails project from Gas City east to the county line, crosses through the project area. Coordination with the Town of Upland Parks Board, Urban Area Greenways, and Grant County will occur.

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

- Jefferson Ditch is located adjacent to the project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

Leaking Underground Storage (LUST) Sites: Pak A Sak 13 (aka McClure Store 162), AID 19245, 162-212 N Main Street, is at the southeast corner of SR 22 and Anson Street. This facility had a suspect spill that was deactivated on January 29, 2020. The UST system was initially installed and registered in 1990. No other suspect releases have been reported. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Handy Andy Upland, AID 20909, 809-863 S Main Street, is at the northeast corner of SR 22 and E Berry Street. This facility had a LUST incident that received a No Further Action (NFA) letter on December 17, 2013. The NFA was based on conditional closure for soil and groundwater, an environmental restrictive covenant (ERC), discussed further in the Institutional Controls section, and Notices of Contamination. This included a Notice of Contamination for impacts in the right-of-way that was sent to the Upland Street Department. Residual contamination extends into the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Upland Stop & Go, AID 18678, 314 N Main Street, is at the southeast corner of SR 22 and Urban Street. This facility has a suspect incident that was deactivated on March 20, 2020, and an active LUST release from 1996. An ERC was recorded on the deed of the property in 2019, see the Institutional Controls section for further discussion. Residual contamination extends into the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Institutional Controls: Two (2) Institutional Control sites are located within the 0.5 mile search radius. The two sites are adjacent to the project area. Handy Andy Upland, AID 20909, 809-863 S Main Street, is at the northeast corner of SR 22 and E Berry Street. This facility had an ERC that was recorded on November 26, 2013. The ERC restricts residential use, groundwater use, agricultural use, restoration requirements, and maintenance of the asphalt pavement and building. Coordination will be conducted with the IDEM Project Manager (Wilfred Michira) identified in the VFC documentation before further site activities occur.

Upland Stop & Go, AID 18678, 314 N Main Street, is at the southeast corner of SR 22 and Urban Street. This facility had an ERC that was recorded on September 18, 2019. The ERC restricts groundwater use and requires further assessment of risks from vapors if there is construction or a change in use. Coordination will be conducted with the IDEM Project Manager (Jake Duman) identified in the VFC documentation before further site activities occur.

NPDES Facilities: Five (5) NPDES facilities are located within the 0.5 mile search radius. The nearest site is Upland Dollar General, located partially within the project area at 815 S Main Street, northeast of the intersection of SR 22 and E Berry Street. The permit is effective until August 12, 2023. Coordination with Upland Partners LLC, 5282 W Booth Road, Liberty, IN 47353 should occur.

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

INDOT Environmental Services concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2020.12.02 10:32:51 -05'00' (Signature)

Prepared by:

Eric Jagger
Associate Environmental Planner
Parsons

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

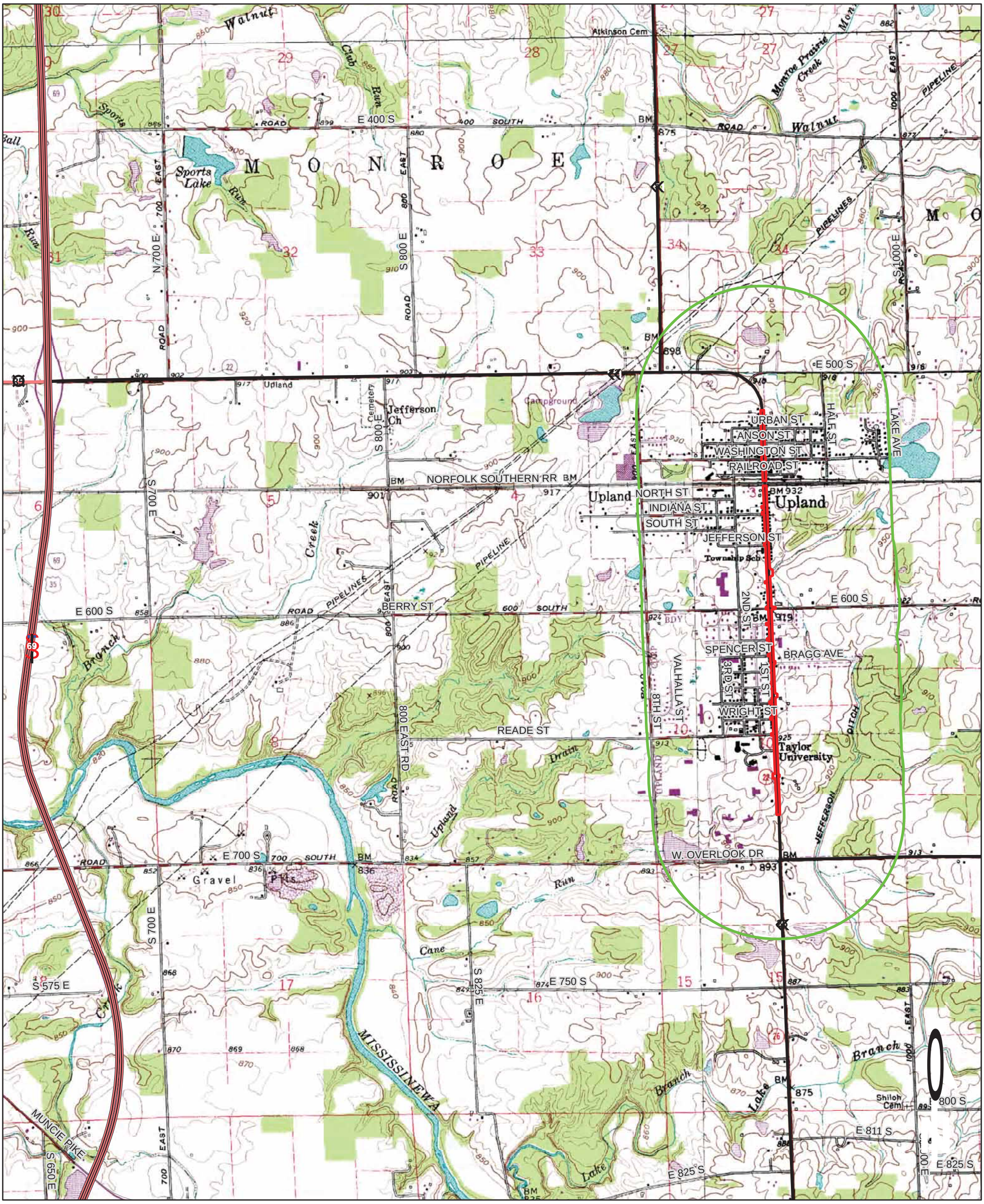
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 22
Des. 1383460, Bridge & Road Reconstruction
Grant County, Indiana



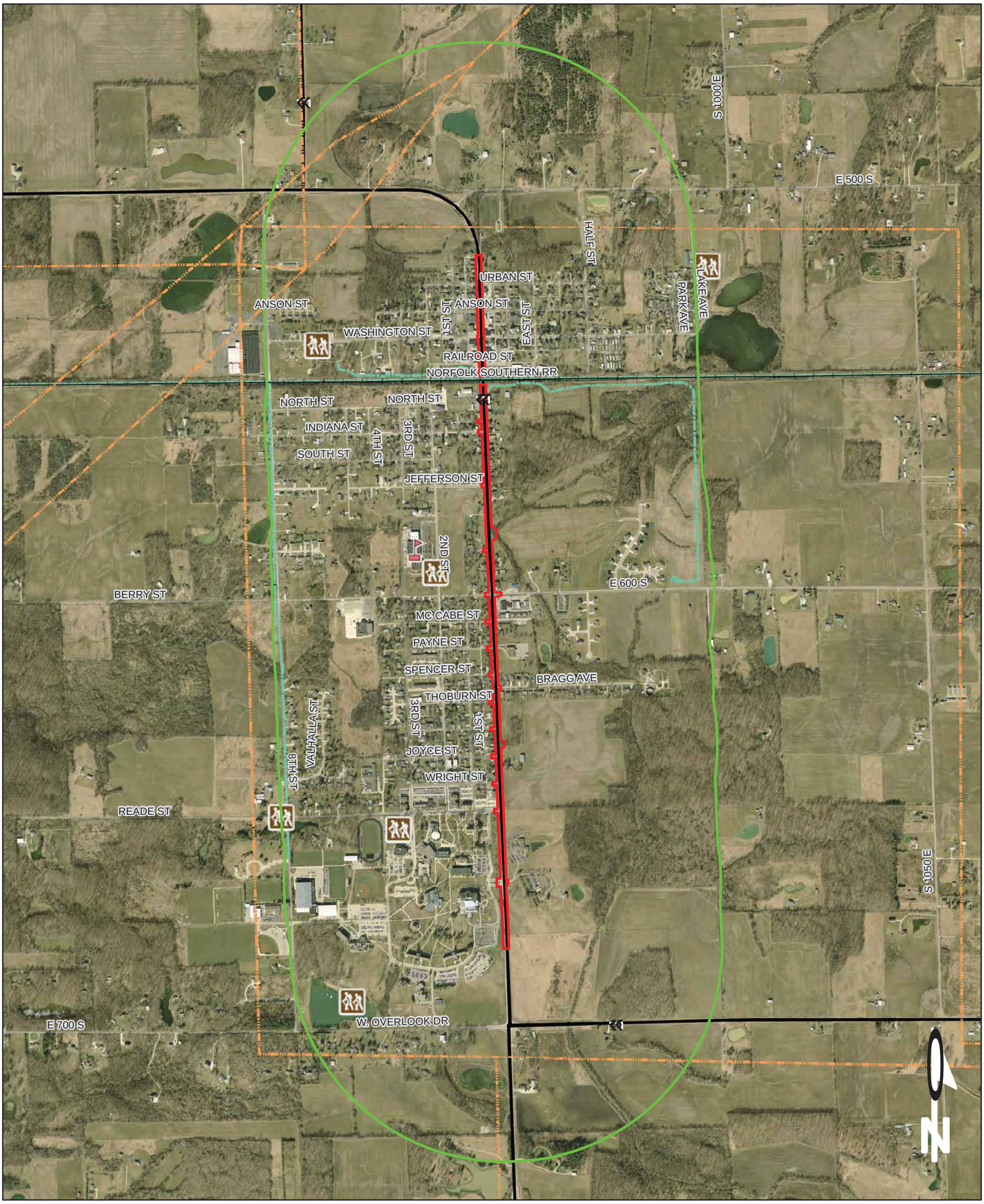
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

0.5 0.25 0 0.5 Miles

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

HARTFORD CITY WEST
QUADRANGLE
INDIANA
7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure
SR 22
Des. 1383460, Bridge & Road Reconstruction
Grant County, Indiana



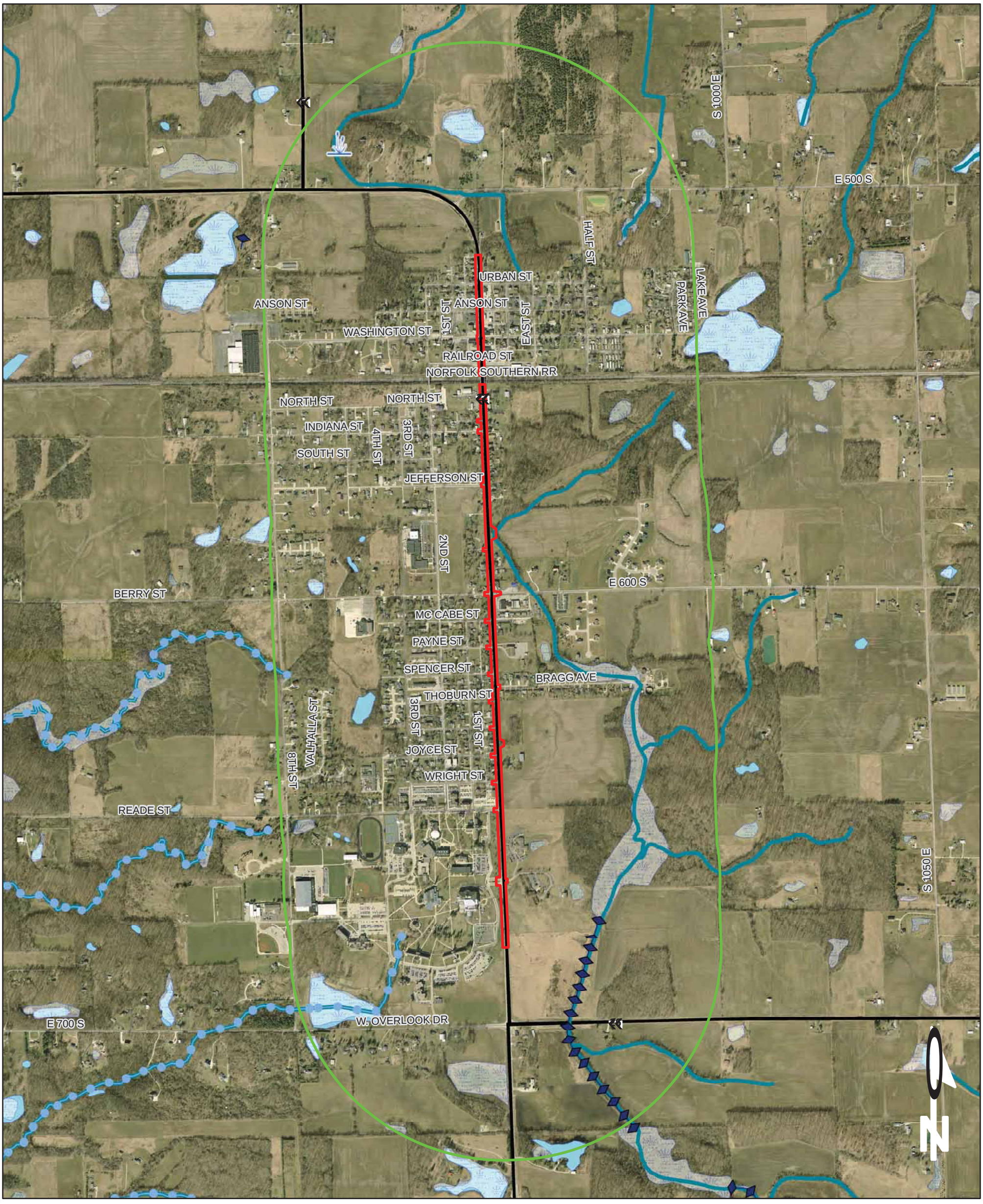
0.25 0.125 0 0.25 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

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

Red Flag Investigation - Water Resources
SR 22
Des. 1383460, Bridge & Road Reconstruction
Grant County, Indiana



0.25 0.125 0 0.25 Miles

Sources:

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

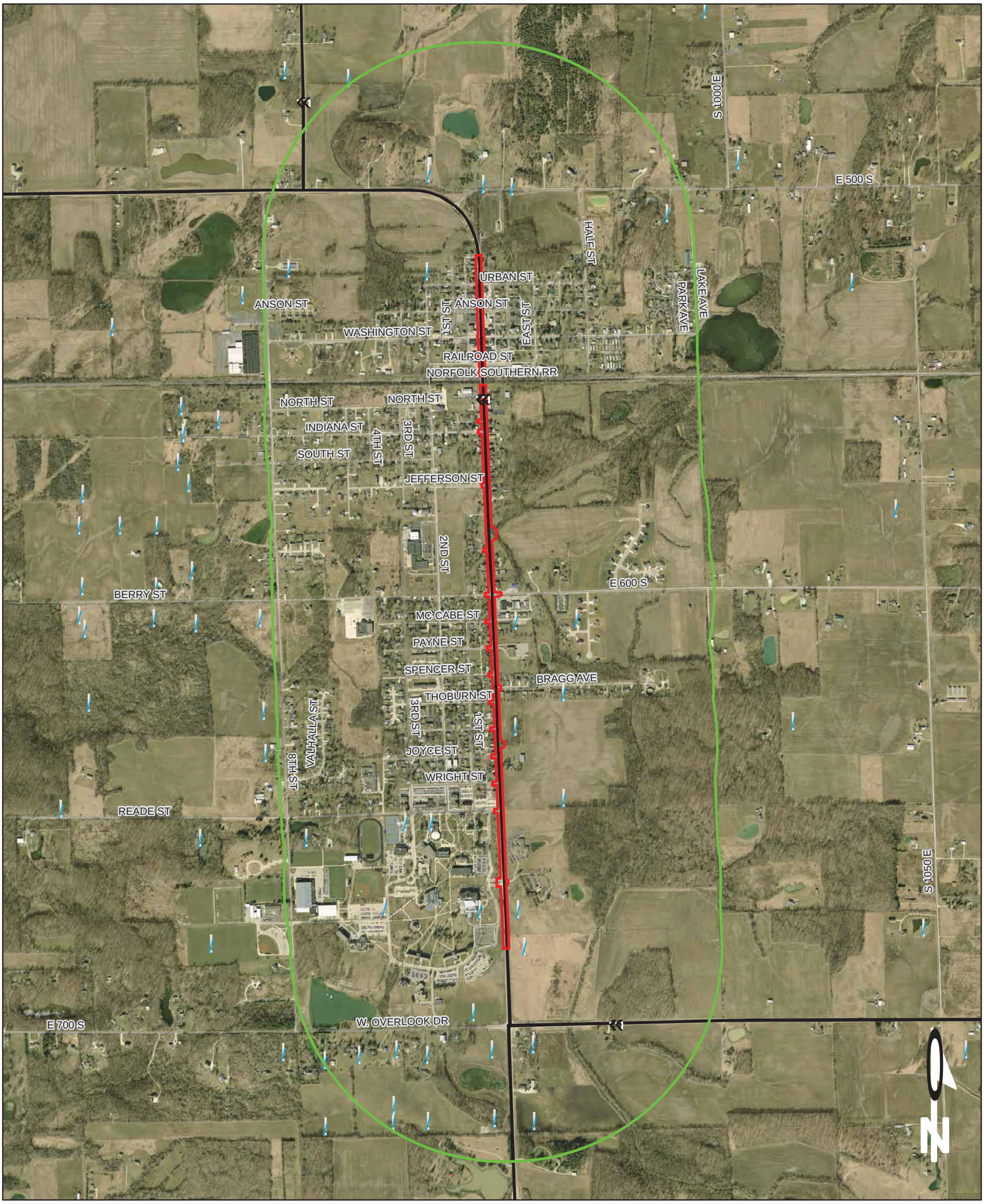
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

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

Red Flag Investigation - Mining/Mineral Exploration
SR 22
Des. 1383460, Bridge & Road Reconstruction
Grant County, Indiana



0.25 0.125 0 0.25 Miles

Sources:

Non Orthophotography

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

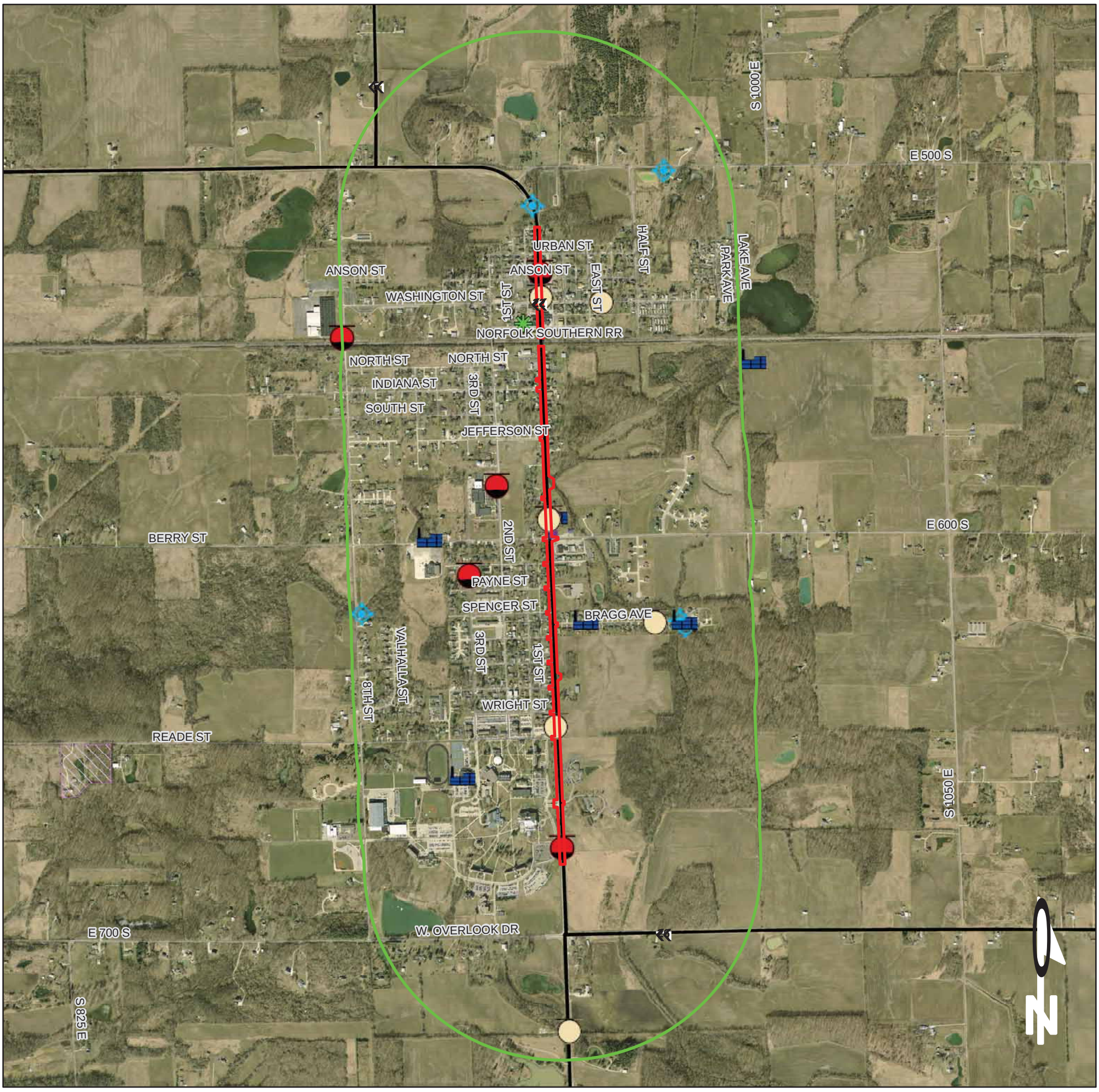
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 22
Des. 1383460, Bridge & Road Reconstruction
Grant County, Indiana



j	Brownfield	R	RCRA Generator/TSD		Institutional Controls
@	RCRA Corrective Action Sites	P	Restricted Waste Site		County Boundary
&	Confined Feeding Operation	!	Septage Waste Site		Project Area
—	Notice_Of_Contamination	9	Solid Waste Landfill		Half Mile Radius
W	Construction/Demolition Site	`	State Cleanup Site		Toll
$	Infectious/Medical Waste Site	I	Superfund		Interstate
-	Leaking Underground Storage Tank	P	Tire Waste Site		State Route
@	Manufactured Gas Plant	#	Underground Storage Tank		US Route
@	NPDES Facilites	W	Voluntary Remediation Program		Local Road
0	NPDES Pipe Locations	A	Waste Transfer Station		
<	Open Dump Waste Site				

0.35 0.175 0 0.35 Miles

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

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Indiana County Endangered, Threatened and Rare Species List

County: Grant

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Epioblasma rangiana	Northern Riffleshell	LE	SE	G1	S1
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Theliderma cylindrica	Rabbitsfoot	LT	SE	G3G4	S1
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa fabalis	Rayed Bean	LE	SE	G2	S1
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Reptile					
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nyctanassa violacea	Yellow-crowned Night-heron		SE	G5	S2B
Rallus limicola	Virginia Rail		SE	G5	S3B
Mammal					
Mustela nivalis	Least Weasel		SSC	G5	S2?
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Crataegus succulenta var. succulenta	fleshy hawthorn		ST	G5T5	S3
Poa wolfii	Wolf's bluegrass		ST	G4	S3
Stenanthium gramineum	eastern featherbells		ST	G4G5	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long-term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Port, Juliet

From: Port, Juliet
Sent: Thursday, April 15, 2021 5:19 PM
To: wmichira@idem.in.gov; sonochie@idem.in.gov
Cc: Jagger, Eric
Subject: INDOT and Handy Andy Upland, AID 20909, 809-863 S Main Street, Des. No. 1383460
Attachments: Des138460 HandyAndyUpland.zip

RE: Further Coordination on behalf of Indiana Department of Transportation (INDOT)
SR 22 Bridge and Road Reconstruction Project
Town of Upland, Grant County
Des. Nos. 1383460, 1702864, & 1800168

Stephen and Wilfred,

We are contacting you on behalf of INDOT regarding the referenced bridge and roadway project along SR 22 and the below-referenced LUST site in Upland, IN. When we prepared the initial draft Red Flag Investigation (RFI), Wilfred was listed as the most recent IDEM project manager for this LUST site. However, now there are more recent files that indicate Stephen is the current Project Manager, so I have addressed this email to you both.

This site had an ERC recorded in 2013, which included a Notice of Contamination to the "Upland Street Department":

- Handy Andy Upland, AID 20909, FID 16897, 809-863 S Main Street, Upland, IN

A copy of the INDOT-approved RFI is attached (zip file). At the location of this service station, INDOT is proposing to reconstruct the existing SR 22 roadway and sidewalks, install ADA-compliant curb ramps, and reconstruct the station's driveway entrance, as well as various drainage improvements to the municipal subgrade sewer system. A copy of the relevant plan pages from the preliminary plans are attached (zip file). In order to improve area drainage issues, the new roadway will be slightly lower (about 6 inches) than the existing. The maximum depth of construction to upgrade the sewer system is around 7 feet below present grade.

Please let us know if you have any comments, concerns, or requests for further information. (You may remember me from my IDEM days in OLQ, Geological Services – hope you are both doing well!)

Thank you,

Attachments intentionally omitted refer to Appendix B for graphics.

Juliet Port, LPG
Principal Environmental Planner
101 W Ohio, Suite 2121
Indianapolis, IN 46204
juliet.port@parsons.com
Direct: +1 317.616.4693
Parsons / LinkedIn / Twitter / Facebook / Instagram

PARSONS

Port, Juliet

From: Port, Juliet
Sent: Friday, April 16, 2021 9:54 AM
To: tveatch@idem.in.gov
Subject: INDOT and Upland Stop&Go, 314 N Main, Des. No. 1383460
Attachments: Des1383460 Upland StopNGo.zip

RE: Further Coordination on behalf of Indiana Department of Transportation (INDOT)
SR 22 Bridge and Road Reconstruction Project
Town of Upland, Grant County
Des. Nos. 1383460, 1702864, & 1800168

Hi Tim,

Hope you are doing well. We are contacting you on behalf of INDOT regarding the referenced bridge and roadway project along SR 22 and the below-referenced LUST site in Upland, IN. The most recent IDEM project manager in the file, Jake Duman, is not listed in the State directory (https://www.in.gov/apps/iot/find-a-person/) so we are contacting you as the LUST Section Chief.

This site is abutting the project area:

- Upland Stop & Go, FID 9555, AID 18678, 314 N Main Street, Upland, IN

A copy of the INDOT-approved RFI is attached (zip file). At the location of this service station, INDOT is proposing to reconstruct the existing SR 22 roadway and sidewalks, install ADA-compliant curb ramps, and reconstruct the station's driveway entrance, as well as various drainage improvements to the municipal subgrade sewer system. A copy of the relevant plan pages from the preliminary plans are attached (zip file). The maximum depth of construction is around 6 feet below present grade, to upgrade the sewer system.

Please let us know if you have any comments, concerns, or requests for further information.

Thank you,

Attachments intentionally omitted refer to Appendix B for graphics.

Juliet Port, LPG
Principal Environmental Planner
101 W Ohio St, Suite 2121
Indianapolis, IN 46204
Pronouns: she/her
juliet.port@parsons.com
Mobile: (317) 965-3816

PARSONS

Port, Juliet

From: Onochie, Stephen <sonochie@idem.IN.gov>
Sent: Thursday, April 22, 2021 3:54 PM
To: Port, Juliet
Cc: MICHIRA, WILFRED
Subject: [EXTERNAL] RE: INDOT and Handy Andy Upland, AID 20909, 809-863 S Main Street, Des. No. 1383460

Juliet,

I reviewed the information for the Handy Andy Upland (FID 16897) located at 809 S Main Street in Upland, Indiana. The gas station was a former leaking Underground storage tank facility. A no further action (NFA) status was issued for the facility after numerous years of investigations on December 17, 2013. The NFA was a conditional closure and there is an environmental restrictive covenant that restricts the extraction of groundwater as well as the use of the site for residential purposes, agricultural and soil management. Most of the contamination (soil/groundwater), are within the site and slightly offsite to the west Berry Street. None of the contaminant concentration exceed construction worker exposure level. Contamination was also not noted along South main street. Most of the contamination observed were in the 4-8 feet depth interval.

Based on the map provided, you will likely encounter soil/groundwater contamination in the area of the former gas station at depth of 4 to 8 feet. Please kindly review the attached VFC links. If you have any questions about this email, please let me know. If you do encounter contamination during your construction, kindly contact IDEM for follow up. Apart from these, I have no other comments, concerns, or requests for further information.

68607947 [ecm.idem.in.gov] 69500728 [ecm.idem.in.gov] 69500710 [ecm.idem.in.gov]

Thanks
Stephen Onochie

Stephen Onochie
Senior Environmental Manager | Petroleum Remediation Section
Petroleum Branch | Office of Land Quality
Indiana Department of Environmental Management

(317) 234-3306 | sonochie@idem.IN.gov

[youtube.com] | [linkedin.com] | [facebook.com] | [twitter.com]

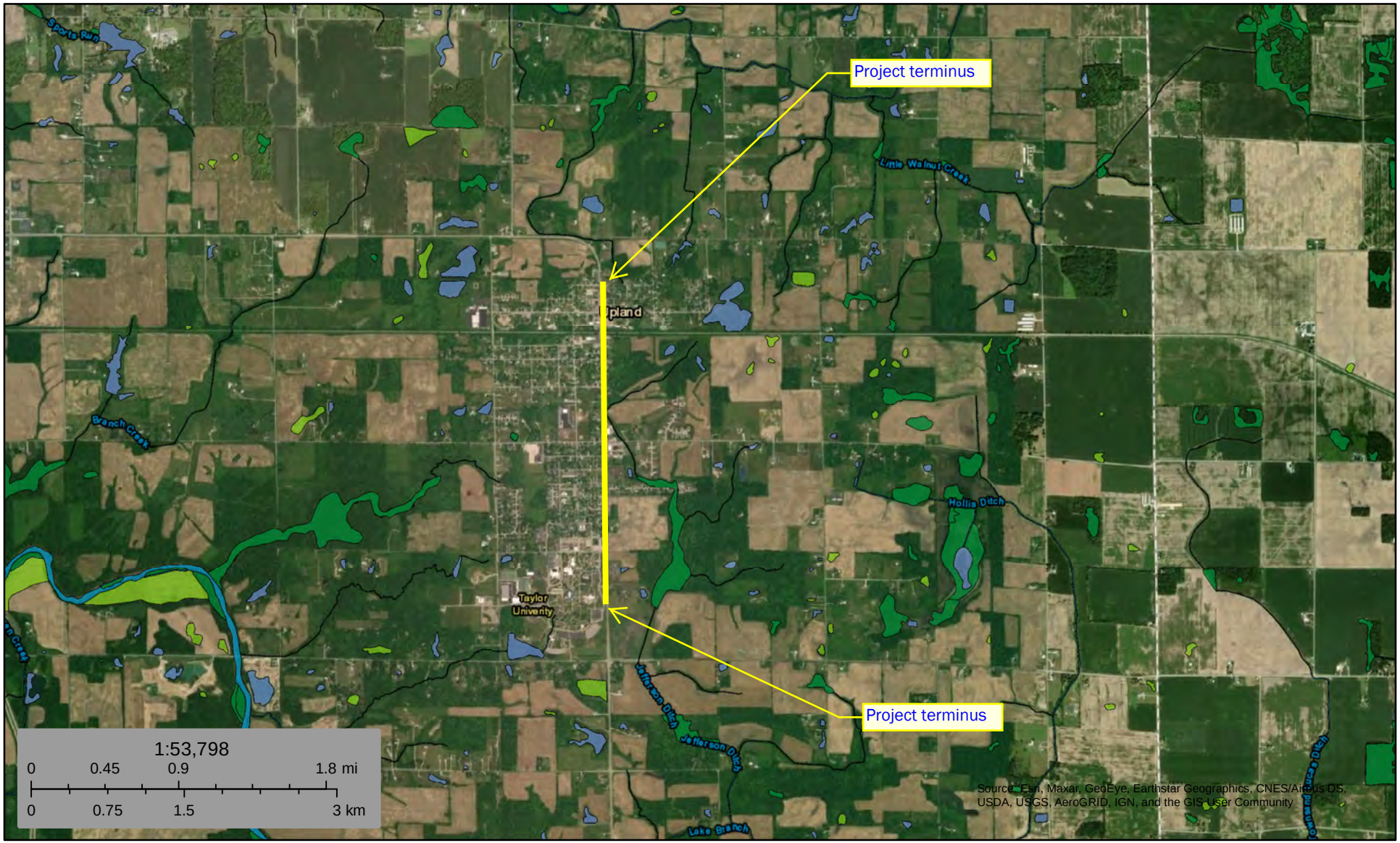
From: Port, Juliet <Juliet.Port@parsons.com>
Sent: Thursday, April 15, 2021 5:19 PM
To: MICHIRA, WILFRED <WMICHIRA@idem.IN.gov>; Onochie, Stephen <sonochie@idem.IN.gov>

Appendix F

Water Resources

U.S. Fish and Wildlife Service
National Wetlands Inventory

Des. 1800168 (Lead)

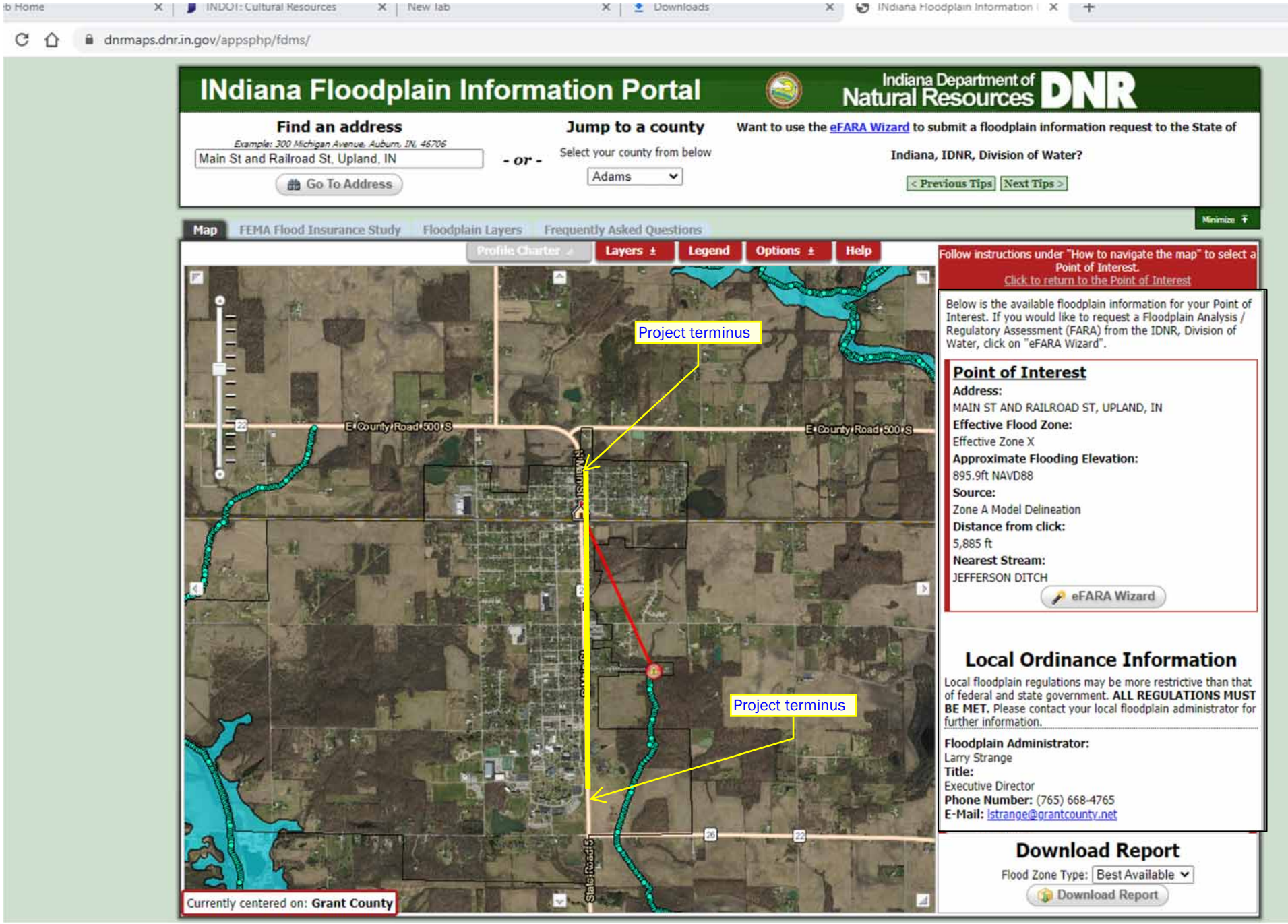


March 19, 2021

Wetlands

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

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper


INdiana Floodplain Information Portal
Indiana Department of Natural Resources DNR
Find an address
Example: 300 Michigan Avenue, Auburn, IN, 46706
Main St and Railroad St, Upland, IN
Go To Address
- or -
Jump to a county
Select your county from below
Adams
Want to use the eFARA Wizard to submit a floodplain information request to the State of Indiana, IDNR, Division of Water?
< Previous Tips
Next Tips >
Minimize
Map
FEMA Flood Insurance Study
Floodplain Layers
Frequently Asked Questions
Profile Charter
Layers
Legend
Options
Help
Project terminus
Project terminus
E County Road 500 S
E County Road 500 S
State Road 5
Currently centered on: Grant County
Follow instructions under "How to navigate the map" to select a Point of Interest.
Click to return to the Point of Interest
Below is the available floodplain information for your Point of Interest. If you would like to request a Floodplain Analysis / Regulatory Assessment (FARA) from the IDNR, Division of Water, click on "eFARA Wizard".
Point of Interest
Address:
MAIN ST AND RAILROAD ST, UPLAND, IN
Effective Flood Zone:
Effective Zone X
Approximate Flooding Elevation:
895.9ft NAVD88
Source:
Zone A Model Delineation
Distance from click:
5,885 ft
Nearest Stream:
JEFFERSON DITCH
eFARA Wizard
Local Ordinance Information
Local floodplain regulations may be more restrictive than that of federal and state government. ALL REGULATIONS MUST BE MET. Please contact your local floodplain administrator for further information.
Floodplain Administrator:
Larry Strange
Title:
Executive Director
Phone Number: (765) 668-4765
E-Mail: lstrange@grantcounty.net
Download Report
Flood Zone Type: Best Available
Download Report

Excerpts

Waters of the U.S. Report

SR 22 Bridge and Road Reconstruction Project

Des. 1383460 (Lead / Bridge), 1702864 (Streetscape), and 1800168 (Road)

Lead Des. No. was revised from 1383460 to 1800168.

Grant County, Indiana

Prepared for:
Indiana Department of Transportation and Federal Highway Administration

January 14, 2021

Parsons • 101 West Ohio Street, Suite 2121 • Indianapolis, Indiana 46204 • (317) 616-1000

PARSONS

Aaron Koehlinger 1/19/2021

WATERS OF THE U.S. REPORT

SR 22 BRIDGE AND ROAD RECONSTRUCTION PROJECT

Grant County, Indiana

INDOT Designation (Des.) Numbers (Nos). 1383460 (Lead/Bridge), 1702864 (Streetscape), and 1800168 (Road) Lead Des. No. was revised from 1383460 to 1800168.

Prepared By: Gregory R. Moushon, Senior Environmental Planner, PWS

January 14, 2021

I. PROJECT INFORMATION

FIELDWORK DATES:

Fieldwork for this report was conducted on June 16, 2020.

CONTRIBUTORS:

Gregory R. Moushon, Senior Environmental Planner, PWS
Benjamin Blocher, Environmental Planner, PWS
Keaton Veldkamp, Associate Environmental Planner
Cedric Diefenbaugh, Associate Environmental Planner

PROJECT LOCATION:

Hartford City West Quadrangle
Sections 3 and 10 of Township 23 North, Range 9 East
SR 22 Reference Post (RP) 48+760 to 50+578
Grant County, Indiana
Latitude/Longitude: 40.46656 North and 85.49420 West

PROJECT DESCRIPTION:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a bridge and roadway reconstruction project located along SR 22 (locally designated as Main Street) from 1.82 miles north of SR 26 to SR 26. The project is located in Sections 3 and 10 of Township 23 North, Range 9 East, Grant County, Indiana, as shown on the Hartford City West, Indiana United States Geological Survey (USGS) 7.5 minute series topographical map (page 12).

The need for the SR 22 over Central Railroad of Indianapolis (CERA) bridge project, Des. No. 1383460, stems from the deteriorating condition of the structure, INDOT Structure No. 22-27-02130A, along with several substandard elements. The purpose of the bridge project is to extend the service life of the SR 22 crossing over CERA railroad by at least 75 years, and to meet federal standards including a minimum vertical clearance of 23 feet and site distance criteria.

The need for the SR 22 roadway project, Des. Nos. 1702864 and 1800168, stems from deteriorating pavement conditions and a lack of American with Disabilities Act (ADA) compliant pedestrian facilities throughout the project area. Furthermore, within downtown Upland, there is a lack of continuous streetscape, street parking, and lighting. The purpose of the roadway project is to extend the life of SR 22 pavement and provide ADA-compliant pedestrian facilities, while meeting

drainage/stormwater standards. The roadway profile grade will be improved, and storm sewer improvements will be installed. An additional project purpose is to provide streetscaping with parking and lighting amenities in downtown Upland.

II. OFFICE EVALUATION

METHODOLOGY:

The study area was based on the design alternatives evaluated for the National Environmental Policy Act (NEPA) document. The study area was approximately 14.8 acres in size.

A desktop review of the study area was conducted to identify potential waterways (streams, wetlands, ponds, etc.). This included a review of historic and recent aerial photography for any areas with a water signature or a sharp change in vegetation. Any such areas were flagged for follow-up field reconnaissance. United States Geological Survey (USGS) topographic mapping, National Wetlands Inventory (NWI) mapping, National Hydrography Dataset (NHD) mapping, floodplain mapping, Natural Resources Conservation Service (NRCS) mapped soil units, and historic drainage mapping were also reviewed. Any noted items were flagged for follow-up field reconnaissance.

AERIAL PHOTOGRAPHY:

During review of current and historical aerial photography, several areas were identified within the study area that displayed potential wetland signatures associated with water ponding, darkened soils, and/or shifts in vegetation. Additional areas were noted within or adjacent to the study area. Each flagged area was investigated during field reconnaissance.

USGS MAPPING:

During review of USGS 7.5-minute series topographic mapping (page 12), one perennial (blue-line) stream was noted within the study area. This corresponded to Jefferson Ditch flowing north to south along the east side of the study area.

NWI AND FLOODPLAIN MAPPING:

During review of NWI and floodplain mapping (pages 14 to 23), one wetland line and one NWI-mapped stream were noted within the study area. Both were associated with Jefferson Ditch. No 100-year floodplains were mapped within the study area.

MAPPED SOIL UNITS AND NHD MAPPING:

The NRCS classifies soil types as follows: hydric (100%), predominantly hydric (66-99%), partially hydric (33-65%), predominantly non-hydric (1-32%), and not-hydric (0%). According to the Soil Survey Geographic (SSURGO) Database for Grant County, Indiana, the study area is comprised of predominantly hydric, predominantly non-hydric, and not hydric soil types (pages 24 to 33). The mapped soil units within the study area are summarized in Table 1 (page 9).

NHD was mapped on the soils background (pages 24 to 33). Five potential drainage features were identified within the study area. All roadside ditches were investigated along SR 22 within the study area. These areas were investigated during the field reconnaissance and described as follows:

- The mapped NHD drainage along the southside of the railroad corridor south of Railroad Street captures surface water while likely draining east and eventually outfalling into Jefferson Ditch.

- The mapped NHD drainage east of SR 22 and north of Montgomery Street, labeled Jefferson Ditch, captures surface water while draining south and eventually outfalls into Lake Branch, which eventually outfalls into Mississinewa River.
- The mapped NHD drainage west of SR 22 and north of Montgomery Street, captures surface water while draining southeast, and eventually outfalls into Jefferson Ditch. This drainage is branched west of SR 22; therefore, it was counted as two drainages.
- The mapped NHD drainage west of SR 22 and just south of the entrance into Taylor University captures surface water while draining southeast, and eventually outfalls into Jefferson Ditch.

HISTORIC DRAINAGE:

The Grant County Soil Survey (USDA, 1988) was reviewed for historic drainage features within the study area. Four total drainages were identified within the study area. One perennial stream, Jefferson Ditch, and 3 smaller potential streams were identified along SR 22 within the study area (page 34) and are described as follows:

- The mapped historic drainage east of SR 22 (Jefferson Ditch) captures surface water while draining south into Mississinewa River.
- The single mapped historic drainage within the Town of Upland and west of SR 22 captures surface water while draining southeast, and eventually outfalls into Jefferson Ditch.
- The two mapped historic drainages within the Town of Upland, west of SR 22 and just north of Taylor University, capture surface water while draining northeast, and eventually outfalls into Jefferson Ditch.

WATERSHED:

The study area is located within one hydrologic unit code 12-digit (HUC 12) watershed: Lake Branch - Mississinewa River (051201030502).

III. FIELD RECONNAISSANCE

METHODOLOGY:

Parsons conducted field investigations on June 16, 2020 to determine the presence of waterways, including streams, wetlands, lakes, and ponds, within the study area. The entire study area was reviewed for resources via a walking survey. All areas flagged during desktop review were investigated and documented. Resource maps showing all identified features are attached for reference (pages 35 to 44).

The ordinary high-water mark (OHWM) of each stream was determined using a measuring tape. The OHWM was recorded outside of any structures. A hand-held GPS unit (Trimble Geo 7 Series) was used to collect the location of each identified stream. The upstream drainage area for each stream was calculated using *StreamStats Version 4.3.0* (USGS, 2019), if available.

Vegetation, soil, and hydrology data were collected using the methods described in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (USACE, 2010). Wetland indicator statuses for plants were obtained from the National Wetland Plant List (Lichvar, 2018). A hand-held GPS unit (Trimble Geo 7 Series) was used to collect the boundary of each identified wetland, as well as all data points. Data forms for each data point are included in this report for reference (pages 86 to 93). The area for each wetland and its length (measured along its centerline) were calculated. A qualitative assessment of each wetland's quality was conducted, which included grading them (poor, average, or excellent) based on ecological function, size, species diversity, invasive species prevalence, and amount of disturbance.

Photographs were taken throughout the study area. This included photographs of each feature identified within the study area (pages 55 to 85). Photograph orientation maps are included for additional reference (pages 45 to 54).

STREAMS:

Field investigations resulted in the identification of two likely jurisdictional streams totaling 149 linear feet (0.033 acre) within the study area. These features are summarized in the Stream Summary Table (Table 2, page 9). No other features exhibiting an OHWM were observed within the study area. None of the documented streams were listed as a Federal *Wild and Scenic River*, a *State Natural, Scenic, and Recreational River*, or on the Indiana Register's listing of *Outstanding Rivers and Streams*, nor were they located within two miles of any such resources.

Jefferson Ditch

This stream originates east of the Town of Upland and flows southwest towards SR 22 before gaining additional drainage from an unnamed tributary (UNT) to Jefferson Ditch (page 39) and then continuing southeast. It exhibited a 10-foot wide and 6-inch deep OHWM. Approximately 120 linear feet of this stream lies within the study area. USGS StreamStats lists its upstream drainage area as approximately 1.53 square miles.

Jefferson Ditch has a wide forested riparian corridor along either bank through the study area. The substrate consisted of gravel, sand, and silt. Continual flow and pools were observed, but riffles were not. The stream exhibited moderate overhead canopy cover and minor erosion. Based on these observations, Jefferson Ditch was classified as an average-quality stream.

Jefferson Ditch is shown on USGS 7.5-minute topographic mapping as a perennial stream (page 12). This was confirmed based on field observations. Jefferson Ditch is a tributary of Lake Branch, which outfalls into the Mississinewa River (a traditionally navigable waterway). Because of this connectivity and the presence of an OHWM, this stream is likely a water of the U.S.

UNT-1

Note, the length within the study area is 38 linear feet

UNT-1 originates along the west side of SR 22 as an existing storm drain. It is encapsulated within a concrete culvert and eventually outfalls into Jefferson Ditch east of SR 22 (page 39). UNT 1 exhibited a 7-foot wide and 9-inch deep OHWM. Approximately 29 linear feet of this stream lies within the study area. Because its upstream drainage is not shown in USGS StreamStats, its upstream drainage area is assumed to be less than one square mile.

UNT-1 has a moderate forested riparian corridor along its banks. Its substrate consisted of sand, silt and artificial material (riprap). Continual flow and pools were observed, but riffles were not. The stream exhibited moderate overhead canopy cover and minor erosion. Because the stream is encapsulate upstream and daylighted for only a short distance, UNT-1 was classified as a poor-quality stream.

UNT-1 is not shown as a stream on USGS 7.5-minute topographic mapping (page 12). Based on field observations, this stream is likely intermittent in nature. It is hydrologically connected to Jefferson Ditch, which is likely a water of the U.S. Because of this connectivity, intermittent status, and the presence of an OHWM, UNT-1 is likely a water of the U.S.

WETLANDS:

Sampling locations were determined by the presence or absence of hydrophytic vegetation and hydrology indicators. One wetland (0.006 acre, 28 linear feet long) was identified within the study area. Field observations confirmed this wetland to be isolated. INDOT acknowledges that this wetland is likely a water of the State. However, we are requesting USACE take jurisdiction over it. The Wetland Summary Table (Table 3, page 9) and Data Point Summary Table (Table 4, page 10) summarize the data collected on this feature. INDOT will seek concurrence on the jurisdiction of all wetlands from the U.S.

Army Corps of Engineers (USACE) and the Indiana Department of Environmental Management (IDEM). A pre-jurisdictional determination form is attached for reference (pages 94 to 97).

Wetland 1

Wetland 1 is an emergent wetland that is approximately 0.006 acre (28 linear feet) in size. It is located within a small depression along the east side of SR 22, just south of the entrance drive for Taylor University (page 44). Wetland 1 had low species diversity and is located within INDOT's maintained right-of-way. Because of this, it was classified as a poor-quality wetland. Wetland 1 is not directly abutting a water of the U.S., or within an area inundated by flooding water in a typical year. INDOT acknowledges that this wetland is likely a water of the State. However, we are requesting USACE take jurisdiction over it.

The area associated with Data Point 1 IN (DP-1-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Typha sp.* (cat-tail, OBL, 90%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and prevalence index. The soil profile met the hydric soil criterion because it exhibited the Hydrogen Sulfide (A4), Depleted Matrix (F3), and Redox Dark Surface (F6) indicators. Six primary indicators (Surface Water [A1], High Water Table [A2], Saturation [A3], Water-Stained Leaves [B9], Hydrogen Sulfide Odor [C1], and Oxidized Rhizospheres on Living Roots [C3]) and three secondary indicators (Crayfish Burrows [C8], Geomorphic Position [D2], and FAC-Neutral Test [D5]) of hydrology were observed. Since all three wetland criteria were met at DP-1-IN, this area was identified as Wetland 1.

Data Point 1 OUT (DP-1-OUT) was taken up-slope and south from DP-1-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FAC, 50%) and *Schedonorus arundinaceus* (tall false rye grass, FACU, 40%). This point did not meet the hydrophytic vegetation criterion. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11) and Redox Dark Surface (F6) indicators. No wetland hydrology indicators were observed. Since two of the three wetland criteria were not met at DP-1-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 1, which was determined based on changes in vegetation and topography.

NON-JURISDICTIONAL FEATURES:

Drainage Features

The entire study area was investigated for potential water resources within roadside ditches. Those that contained wetlands or UNTs were discussed earlier in this report. The remaining sections of the RSDs lacked either an OHWM or wetland characteristics. Therefore, they were considered to be non-jurisdictional features. One RSD (RSD-1) is located on the west side of SR 22 beginning south of McCabe Avenue and runs for approximately 1,944 linear feet before terminating north of Reade Avenue (pages 40 to 42).

Additional Data Points

Two additional data points were investigated within the study area due to their location within forested tracts and the presence of hydrophytic vegetation. The sample area surrounding the data points were further investigated to confirm or deny the presence of hydrophytic vegetation, hydric soils, and/or wetland hydrology.

Upland Data Point 1 (UPL-1) was taken within the forested tract east of SR 22 adjacent to Jefferson Ditch (page 39). The tree stratum was dominated by *Acer saccharinum* (silver maple, FACW, 30%) and *Ulmus americana* (American elm, FACW, 20%). The sapling/shrub stratum was dominated by *Lonicera maackii* (Amur honeysuckle, UPL, 20%) and *Cornus racemosa* (gray dogwood, FAC 20%). The herbaceous stratum was dominated by *Parthenocissus quinquefolia* (Virginia-creeper, FACU, 20%), *Cornus racemosa* (gray dogwood, FAC 10%), *Rosa muliflora* (rambler rose, FACU, 10%), *Toxicodendron radicans* (eastern poison ivy, FAC, 10%), and *Lonicera maackii* (Amur honeysuckle, UPL, 10%). This point met the hydrophytic vegetation criterion because it passed the dominance test. No hydric soil indicators were observed. One secondary indicator (Geomorphic Position [D2]) of hydrology was observed. Since two of the three wetland criteria were not met at UPL-1, this point was determined to be upland.

Upland Data Point 2 (UPL-2) was taken within the forested tract east of SR 22 (page 41). The tree stratum was dominated by *Morus rubra* (red mulberry, FACU, 30%), *Acer negundo* (ash-leaf maple, FAC 20%), and *Fraxinus pennsylvanica* (green ash, FACW, 20%). The sapling/shrub stratum was dominated by *Celtis occidentalis* (common hackberry, FAC, 5%), *Acer saccharum* (sugar maple, FACU, 5%), *Lonicera maackii* (Amur honeysuckle, UPL, 5%), and *Cercis canadensis* (redbud, FACU, 5%). The herbaceous stratum was dominated by *Lolium multiflorum* (annual rye grass, UPL, 25%), *Toxicodendron radicans* (eastern poison ivy, FAC, 20%), and *Packera aurea* (golden groundsel, FACW, 20%). This point did not meet the hydrophytic vegetation criterion. No hydric soil indicators were observed. No wetland hydrology indicators were observed. Since none of the three wetland criteria were met at UPL-2, this point was determined to be upland.

IV. CONCLUSIONS

Based on the field investigations, the study area has three features that are likely waters of the U.S. Two likely jurisdictional streams totaling 149 linear feet (0.033 acre) and one likely jurisdictional wetland totaling 0.006 acre (28 linear feet) were identified within the study area.

All jurisdictional waters of the U.S. are under the regulatory authority of USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the resources outlined in this report. If impacts are necessary, then mitigation may be required. Impacts must be minimized before mitigation can be considered. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by USACE and IDEM. This report is our best judgement based on the guidelines set forth by USACE.

A preliminary Jurisdictional Determination Form is attached to the end of this report (pages 94 to 97).

V. REFERENCES

Cowardin, L.M, V. Carter, F.C. Golet, and E.T. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States.* US Department of the Interior, Fish and Wildlife Service, Washington DC.

United States Army Corps of Engineers 2018. National Wetland Plant List, version 3.4. *http://wetland-plants.usace.army.mil/;* U.S. Army Corps of Engineers. Engineer Research and Development Center. Cold Regions Research and Engineering Laboratory, Hanover, NH

United States Army Corps of Engineers. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0).* US Army Engineer Research and Development Center, Washington DC.

United States Army Corps of Engineers, Waterway Experiment Station, Environmental Laboratory. 1987. *Wetlands Delineation Manual* (as amended). Wetlands Research Program Technical Report Y-87-1.

United States Department of Agriculture, Soil Conservation Service. 1988. Soil Survey of Grant County, Indiana.
United States Geological Service. March 2019. *StreamStats*, Version 4.3.0.

VI. ACKNOWLEDGEMENTS

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

Gregory R. Moushon
Senior Environmental Planner, PWS
Parsons

Table 1: Mapped Soil Units within the Study Area

Soil Name	Soil Unit	Classification
Glynwood clay loam, end moraine, 2 to 6 percent slopes, severely eroded	GlpB3	Predominantly Non-Hydric (1-32%)
Glynwood-Mississinewa clay loams, 6 to 12 percent slopes, severely eroded	GlyC3	Not Hydric (0%)
Pewamo silty clay loam	Pw	Predominantly Hydric (66-99%)

Note, this should be 38 feet

Table 2: Stream Summary Table

Name	Photograph Number(s)	Latitude/ Longitude	OHWM Width (ft)	OHWM Depth (in)	Length (ft) and acres (ac.)	USGS Blue-Line (Y/N)	Riffles/ Pools (Y/N)	Typical Substrate	Quality*	Likely Water of the US (Y/N)
Jefferson Ditch	49, 52	40.46859/ -85.49407	10	6	120 (0.028 ac.)	Y	N/Y	Gravel, Sand, and Silt	Average	Y
UNT-1	50, 51	40.46861/ -85.49412	7	9	29 (0.005 ac.)	N	N/Y	Sand, Silt, and Artificial	Poor	Y
Totals					**149 ft (0.033 ac.)**					

*Quality was based on qualitative observations within and immediately adjacent to the study area.

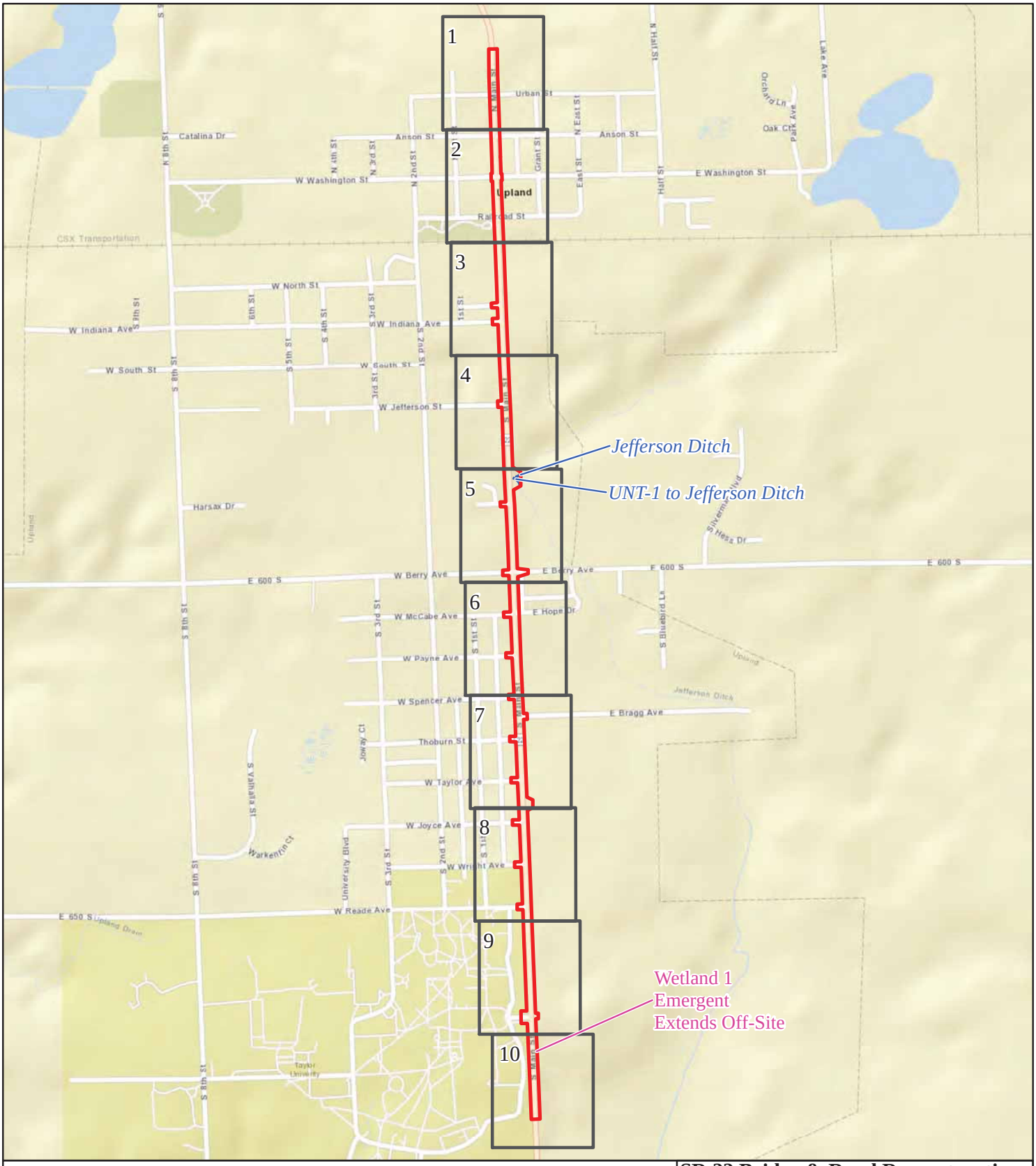
Table 3: Wetland Summary Table

Name	Photograph Number(s)	Latitude/ Longitude	Wetland Type* (Palustrine)	Area (acre)	Length (linear feet)	Quality	Likely Water of the U.S. (Y/N)	Isolated (Y/N) and Class I, II or III	Likely Exempt Isolated Wetland (Y/N)
Wetland 1	112, 114-116	40.45598/ -85.49377	Emergent	0.006	28	Poor	Y	N	N
Totals				**0.006**	**28**				

*Quality was based on qualitative observations within the study area.

Table 4: Data Point Summary Table

Data Point Name	Hydrophytic Vegetation (Y/N)	Hydric Soils (Y/N)	Wetland Hydrology (Y/N)	Wetland (Y/N)
DP-1-IN	Y	Y	Y	Y
DP-1-OUT	N	Y	N	N
UPL-1	Y	N	N	N
UPL-2	N	N	N	N



Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Index

Des. 1383460 (Lead)

Date: 11/9/2020

PARSONS

Created by: KDV

Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

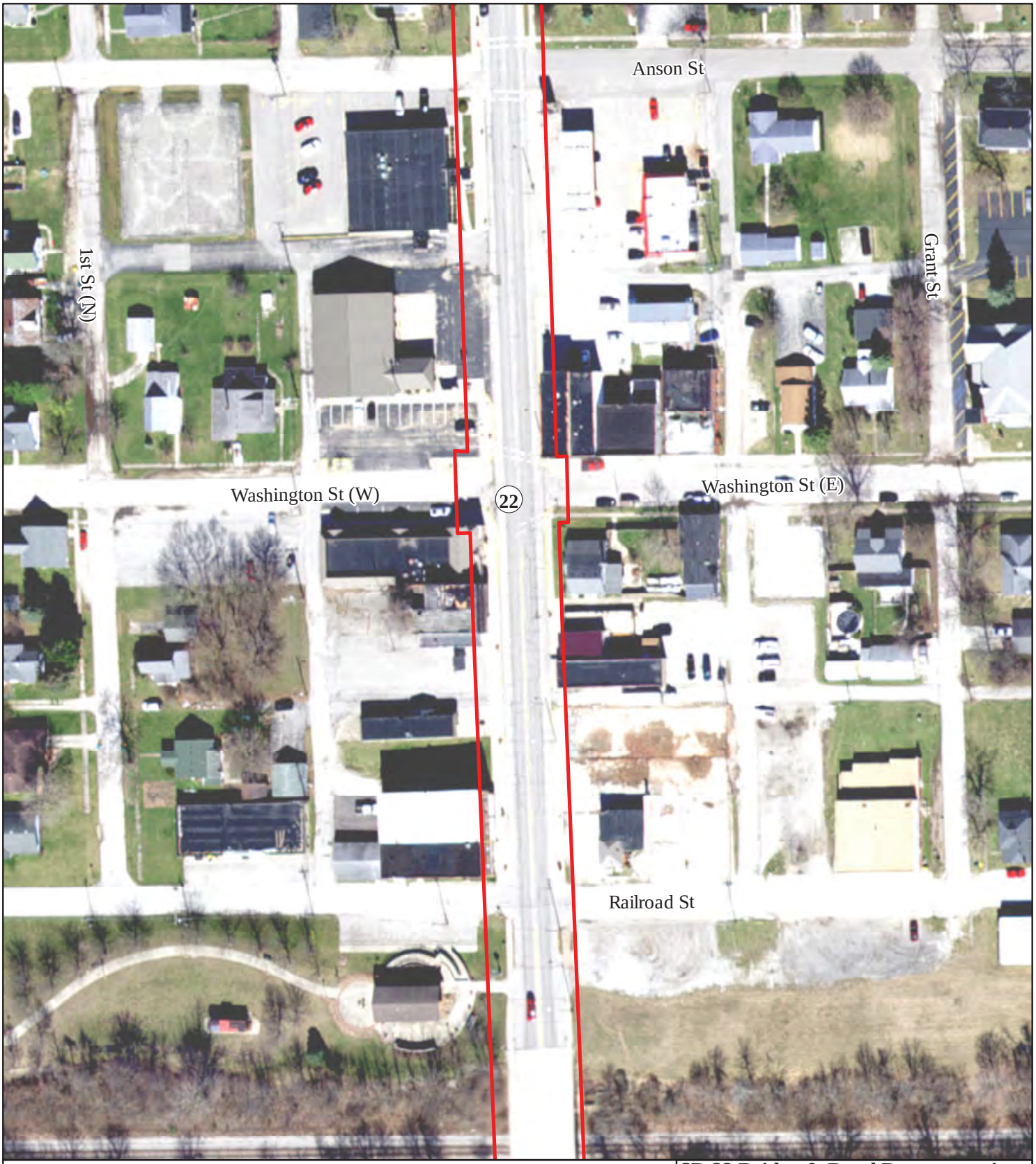
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 1 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV



Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 2 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV

Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 3 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV

Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
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Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV

Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 5 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

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Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
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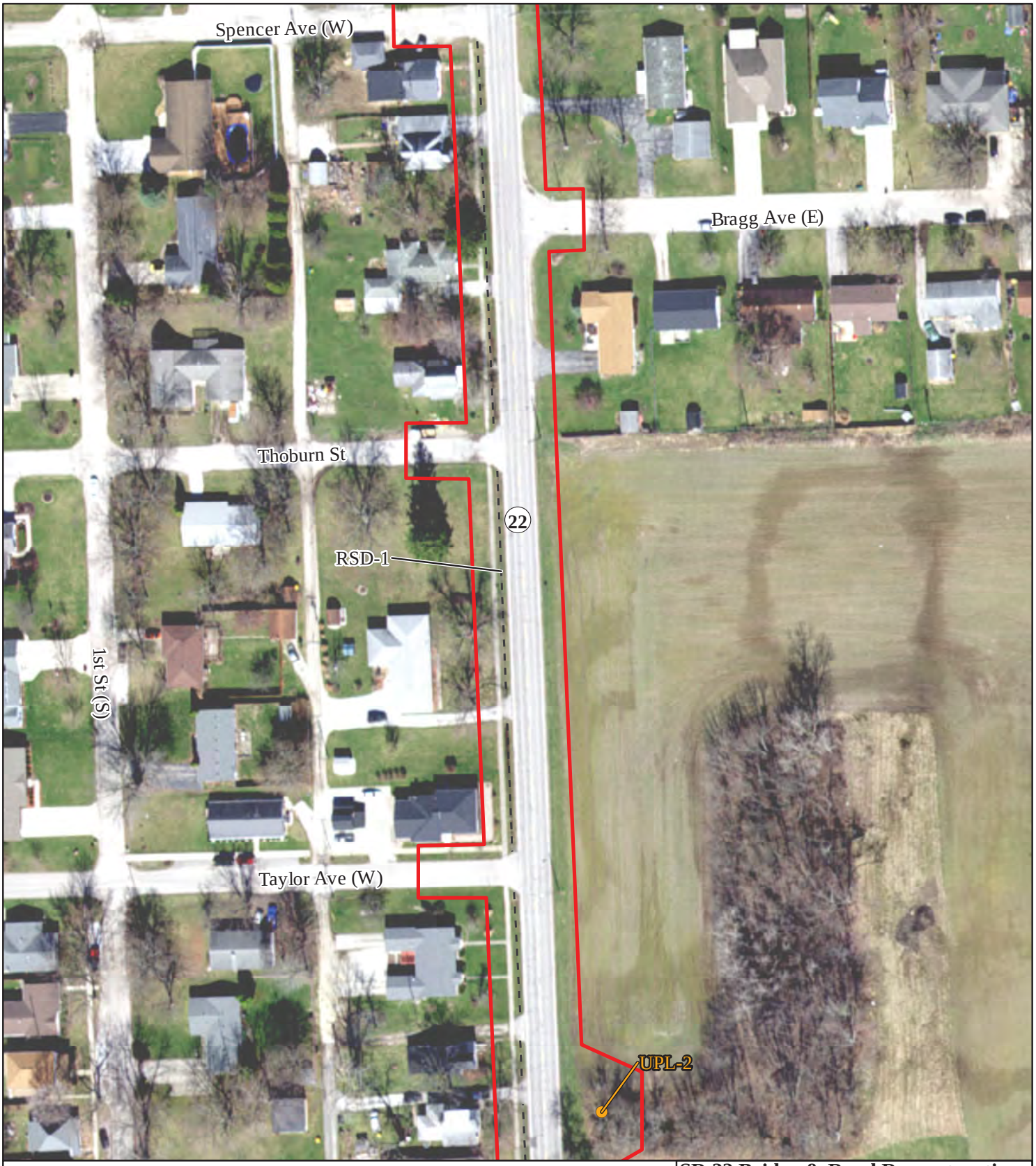
SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 6 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV



Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
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Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV

Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 8 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

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Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
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Roadside Ditch
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0 50 100
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 9 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

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Study Area
Delineated Wetland
Data Point (IN)
Data Point (OUT)
Delineated Stream
Roadside Ditch
Feature Extends Off-Site

0 50 100
Feet

Sources:
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SR 22 Bridge & Road Reconstruction
Grant County, Indiana
Field Identified Resources
Sheet 10 of 10

Des. 1383460 (Lead)
Date: 11/9/2020

PARSONS

Created by: KDV

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 11, 2021

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Gregory R. Moushon (Parsons), 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

INDOT and FHWA intends to proceed with a bridge and roadway reconstruction project located within the Town of Upland along SR 22 from 1.82 miles north of SR 26 to SR 26. The project is located in Sections 3 and 10, Township 23 North, Range 9 East and Section 34, Township 24 North, Range 9 East, Grant County, Indiana, as shown on the Hartford City West, Indiana United States Geological Survey (USGS) 7.5 minute series topographical map. The railroad bridge project, Des. No. 1383460, will extend the service life of the SR 22 crossing over the railroad. The roadway project, Des. Nos. 1702864 and 1800168, will extend the life of the pavement and provide ADA-compliant pedestrian facilities, while meeting drainage/stormwater standards. An additional project purpose is to provide streetscaping with parking and lighting amenities in downtown Upland.

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

State: IN County/parish/borough: Grant City: Upland

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

Lat.: 40.46656 N Long.: 85.49420 W

Universal Transverse Mercator: NAD 1983 16T, 627657.92 E, 4480631.75 N

Name of nearest waterbody: Jefferson Ditch

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

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

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

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Jefferson Ditch	40.46859 N	-85.49407 W	0.028 ac. (120 l.f.)	Non-Wetland	Section 404
UNT-1	40.46861 N	-85.49412 W	0.005 ac. (29 l.f.)	Non-Wetland	Section 404
Wetland 1	40.45598 N	-87.49377 W	0.006 ac. (28 l.f.)	Wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

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

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

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

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: All attached mapping was prepared by Parsons.
- [ ] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale: _____.
- [ ] Data sheets prepared by the Corps: _____.
- [ ] Corps navigable waters' study: _____.
- [x] U.S. Geological Survey Hydrologic Atlas: GIS Database, Indiana Map.
  - [x] USGS NHD data.
  - [x] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: 7.5-min., Hartford CityWest Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: Grant County, 1988.
- [x] National wetlands inventory map(s). Cite name: USFWS NWI GIS Database.
- [ ] State/local wetland inventory map(s): _____.
- [x] FEMA/FIRM maps: DFIRM GIS Database.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): Orthos 2017.
  or [x] Other (Name & Date): Site Photos (June16, 2020).
- [ ] Previous determination(s). File no. and date of response letter: _____.
- [ ] Other information (please specify): _____.

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

	Gregory R Monahan 1/14/2021
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

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