

**FHWA-Indiana Environmental Document**  
**CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM**  
**GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	US 36/ Randolph County
<b>Designation Number(s):</b>	1702882
<b>Project Description/Termini:</b>	Bridge Replacement, Eastern Terminus: 1.59 miles west of US 27 to Western Terminus: 1.74 miles west of US 27

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

TD	8/10/2021	N/A
_____	_____	_____
INDOT DE Initials and Date	INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:** \_\_\_\_\_

**Name and Organization of CE/EA Preparer:** \_\_\_\_\_

Laura Jack, Michael Baker International

**Indiana Department of Transportation**

County Randolph

Route US 36

Des. No. 1702882

**Part I – Public Involvement**

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<b>Yes</b>	<b>No</b>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on November 15, 2019 and March 8, 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the Notice of Entry letters are included in Appendix G, page 1.

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

**Public Controversy on Environmental Grounds**

*Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.*

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

Indiana Department of Transportation

County Randolph Route US 36 Des. No. 1702882

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

Sponsor of the Project: INDOT INDOT District: Greenfield

Local Name of the Facility: US 36 over Mud Creek

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

\*If other is selected, please identify the funding source:

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

The project is needed due to the deterioration of both the substructure and superstructure on the existing bridge, structure # 036-68-03477B (NBI No. 011800), as identified in the May 14, 2019, Bridge Inspection Report (Appendix I, page 5 through page 12). The substructure has been in place since 1982 with portions being reused in 1941 as identified in the December 28, 2017 INDOT Mini Scope (Appendix I, page 5). The existing deterioration includes longitudinal cracking at the centerline and wheel paths on the wearing surface, cracking and efflorescence on the concrete slab of the superstructure, and heavy cracking with efflorescence and rust staining on the end bent caps of the substructure. There is also rebar exposure on both the superstructure and substructure. The existing deck was given a condition rating of 5 out of 9 which indicates "fair" condition, the wearing surface was given a 6 which indicates "satisfactory" condition, the superstructure was given a 6 which indicates "satisfactory" condition, the substructure was given a 6 which indicates "satisfactory" condition. Condition ratings range from 0 to 9, with 0 indicating a failed structure and 9 indicating a new structure with no deficiencies.

The purpose of the project is to restore the structural integrity of the crossing for approximately 50-75 years, have a condition rating of at least 7 or better indicating "good" and maintain serviceability for travel on US 36.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Randolph Municipality: N/A

Limits of Proposed Work: 1.59 miles west of US 27 to 1.74 miles west of US 27, 361 feet east of the center of structure and 669 west of the center of structure

Total Work Length: 0.116 Mile(s) Total Work Area: 2.06 Acre(s)

Is an Interstate Access Document (IAD)1 required? If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Yes1 No [X] Date:

1If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

## Indiana Department of Transportation

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*Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

### Location:

The project is located on US 36 over Mud Creek, 1.59 miles west of US 27 in Randolph County, Indiana. The project is centered at 40.04857, -84.96846 in Section 4 & 33, Township 18N & 19N, and Range 14E in Washington Township within Lynn Quadrangle as identified the U.S. Geological Survey (USGS) 7.5' topographic quadrangle map (Appendix B, page 1).

### Existing Conditions:

The project area is set in a rural location and is primarily surrounded by agricultural fields. The existing vegetation is mowed grass, common roadside herbaceous species, and a riparian corridor.

US 36 is classified as a rural major collector roadway with a posted speed limit of 55 mph. US 36 is a two-lane roadway with 12-foot lanes, one eastbound lane and one westbound lane, and roadway shoulder widths varying from 1-4 ft.

The existing bridge (036-68-03477B, NBI 011800) is a continuous reinforced concrete slab bridge. The existing bridge has three spans, which are 21 feet, 28 feet, and 21 feet in length. The total length of the bridge is 71.2 feet long and carries US 36 over Mud Creek. The May 14, 2019, Bridge Inspection Report identified the bridge deck is in fair condition, wearing surface in satisfactory condition, the superstructure is in fair condition, and the substructure is in a satisfactory condition (Appendix I, page 5). The deck and superstructure have cracking and efflorescence, the wearing surface has random cracking mostly wide longitudinal centerline and wheel paths, the concrete slab has long cracks and efflorescence, and the end bent caps have fairly heavy cracking with efflorescence and rust staining.

### Preferred Alternative:

The Federal Highway Administration (FHWA) and INDOT have identified the need to address the deteriorated condition of bridge 036-68-03477B with a bridge replacement. The project includes replacing the existing three-span, continuous reinforced concrete slab bridge (036-68-03477B) with a new bridge (036-68-10346). Demolition of the existing structure includes the removal of the existing piers down to the pile cap, with excavation 1.5 feet below the bottom of the creek bed. The new structure will be a three-span, continuous, reinforced-concrete slab bridge supported by 14-inch-diameter, steel shell piles. The spans will be 25 feet 0 inches, 34 feet 6 inches, and 25 feet 0 inches. The structure will not be skewed. The bridge clear roadway width is 35 feet 4 inches with an out-to-out coping width of 38 feet 4 inches. The new bridge will be approximately 84 feet long. Since the proposed bridge is longer than the existing bridge by 12.8 feet, the creek banks will be reshaped accordingly. Eighteen-inch revetment riprap over geotextiles will be placed along the bridge spill slopes. Riprap will be placed along the toe of the slope of the channel for stabilization.

The proposed new pavement, including reconstructed shoulders, will be excavated to a depth of 14 inches. The proposed shoulders are approximately 2 feet wider than the existing shoulders, therefore the side slopes will need to be reconstructed. Benching will be required due to the 2:1 rise along the side slopes. The existing ditch along the north side of the road and bridge will be reconstructed in-kind, however, contractors may undercut the toe of the ditch slope and backfill it with 12 inches of borrow fill, as recommended in geotechnical reports. Riprap will be installed along the reconstructed ditch as it approaches the creek. The existing guardrail will be replaced with new guardrail. Project plans are located in Appendix B, page 5 through page 31.

This alternative meets the purpose and need of the project by replacing the existing bridge with a new bridge; therefore, restoring the structural integrity of the crossing for approximately 50-75 years and maintaining serviceability of US 36. The condition rating will be a 9 which indicates "excellent" condition since it is a new structure.

The maintenance of traffic (MOT) for the project will require a closure of US 36 with a detour route that utilizes State Route (SR) 1, SR 32, and US 27 (Appendix B, page 11). The project will require the acquisition of 1.17 acres of new permanent right-of-way (ROW), 0.14 acre of temporary ROW, and 0.75 acre of reacquired ROW (the existing roadway surface). Please refer to the ROW section of this document for more details on page 7 and Appendix B, page 41 for a ROW display exhibit.

### Logical Termini/Independent Utility:

The preferred alternative has independent utility, meaning its intent is to correct deterioration of the structure and the project can function as stand-alone improvements without needing other improvements with may have additional impacts. Due to the project's scope, the project's logical termini is limited to the bridge and adjacent roadway approaches.



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### OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

**No Build Alternative:**

This alternative would leave the bridge in its existing condition with no expenditure of capital funds or improvement to the bridge. This alternative would not address the purpose and need of the project, which is to restore the integrity of the crossing and maintain the serviceability of the roadway. Therefore, this alternative was dismissed from further consideration.

**Superstructure Replacement:**

This alternative would replace the superstructure. However, the substructure has been in place since 1982 with portions being reused from 1941. Not addressing the substructure would not increase the bridge crossing by 50 to 75 years therefore it would not meet the purpose and need. This alternative was dismissed from further consideration.

**The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply):**

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X

### ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway	<u>  US 36  </u>			
Functional Classification:	<u>  Rural Major Collector  </u>			
Current ADT:	<u>  2,745  </u>	VPD (2023)	Design Year ADT:	<u>  3,111  </u>
Design Hour Volume (DHV):	<u>  266  </u>	Truck Percentage (%)		<u>  26.01  </u>
Designed Speed (mph):	<u>  55  </u>	Legal Speed (mph):		<u>  55  </u>

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Thru		Thru	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	Varies	ft.	Varies	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:	<input type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input checked="" type="checkbox"/>	Rural
Topography:	<input checked="" type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

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### BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

Structure/NBI Number(s):   036-68-03477B / 011800        Sufficiency Rating:   85.2, Bridge Inspection Report 05/14/2019    
(Rating, Source of Information)

	Existing	Proposed	
Bridge/Structure Type:	Continuous reinforced concrete slab bridge	Continuous reinforced concrete slab bridge	
Number of Spans:	3	3	
Weight Restrictions:	N/A	N/A	ton
Height Restrictions:	N/A	N/A	ft.
Curb to Curb Width:	33.5	35.4	ft.
Outside to Outside Width:	36.5	38.4	ft.
Shoulder Width:	5	5.8	ft.

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

The existing bridge structure, structure #036-68-10346B (NBI 011800), is a continuous reinforced concrete slab bridge. The existing bridge has three spans, which are 21 feet, 28 feet, and 21 feet. The total length of the bridge is 71.2 feet long and carries US 36 over Mud Creek. The bridge was built in 1941, rehabbed in 1982 with a widening and overlay, and rehabbed in 1998 with concrete barrier installation. This bridge is not a historic bridge based on the Indiana Historic Bridge Inventory.

The project includes replacing the existing three-span, continuous reinforced concrete slab bridge (036-68-03477B) with a new bridge (036-68-10346). Demolition of the existing structure includes the removal of the existing piers down to the pile cap, with excavation 1.5 feet below the bottom of the creek bed. The new structure will be a three-span, continuous, reinforced-concrete slab bridge supported by 14-inch-diameter, steel shell piles. The spans will be 25 feet 0 inches, 34 feet 6 inches, and 25 feet 0 inches. The structure will not be skewed. The bridge clear roadway width is 35 feet 4 inches with an out-to-out coping width of 38 feet 4 inches. The proposed new bridge will be 84 feet in length and is longer than the existing structure by 12.8 feet, therefore the creek banks will be reshaped accordingly. Eighteen-inch revetment riprap over geotextiles will be placed along the bridge spill slopes. Riprap will be placed along the toe of the slope of the channel for stabilization.

### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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*Discuss closures and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Any local concerns about access and traffic flow should be detailed as well.*

The MOT for the project will require a full closure of US 36 at the bridge. The detour route for traffic traveling east and west will utilize SR 1, SR 32, and US 27. The detour is approximately 35 miles and is anticipated to be in place for one construction season. See Appendix B, page 11 for MOT design.

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

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 230,000 (2020) Right-of-Way: \$ 15,000 (2021) Construction: \$ 1,543,073 (2023)

Anticipated Start Date of Construction: Spring 2023

### RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.19	0.02
Commercial	0.00	0.00
Agricultural	0.00	0.11
Forest	0.00	0.00
Waterway	0.04	0.01
Other: Roadway Embankment	0.94	0.00
Other:	0.00	0.00
TOTAL	1.17	0.14

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

There was no recorded ROW within the project limits outside of the existing pavement. The project requires a total of approximately 1.17 acres of permanent ROW, 0.13 acre from residential, 0.04 acre of waterway, and 0.75 roadway embankment. The permanent ROW is needed for the construction of the new bridge structure.

The project requires a total of 0.14 acre of temporary ROW for construction access. This land consists of 0.02 acre from residential, 0.11 acre of agricultural, and 0.01 acre of waterway. The project also requires approximately 0.75 acre of reacquired ROW from the existing roadway. The reacquired ROW is from an area that lacks clear title for the existing roadway and embankment.

Due to the proposed improvements the future typical ROW width will be approximately 40 feet from the centerline throughout the project area.

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

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

#### SECTION A - EARLY COORDINATION:

*List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.*

Early coordination letters sent on July 21, 2020 (Appendix C, page 2).

Agency	Date Sent	Date Response Received	Appendix
United States Fish and Wildlife Service (USFWS)	July 21, 2020	August 13, 2020	Appendix C, page 4
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR, DFW)	July 21, 2020	August 20, 2020	Appendix C, page 27
Indiana Geological and Water Survey (IGWS)	July 21, 2020	July 21, 2020	Appendix C, page 31
Indiana Department of Environmental Management (IDEM)	July 21, 2020	August 6, 2020	Appendix C, page 34
IDEM automated response	July 21, 2020	July 21, 2020	Appendix C, page 35
Natural Resources Conservation Service (NRCS)	July 21, 2020	July 28, 2020	Appendix C, page 42
Randolph County Surveyor	July 21, 2020	July 28, 2020	Appendix C, page 43
Randolph County Highway Department	July 21, 2020	No response received	N/A
United States Department of Housing and Urban Development	July 21, 2020	No response received	N/A
United States Army Corps of Engineers (USACE) Louisville District	July 21, 2020	No response received	N/A
FHWA	July 21, 2020	No response received	N/A
INDOT Public Hearings Manager	July 21, 2020	No response received	N/A
National Park Service (NPS)	July 21, 2020	No response received	N/A

The Randolph County Surveyor responded on July 28, 2020 stating that Mud Creek is a legal drain (Appendix C, page 43). Further coordination with the Randolph County Surveyor requested the Mud Creek flow line be sumped an additional 1 foot under the new bridge structure; this has been added to the plans (Appendix B, page 5). All applicable recommendations from early coordination responses are included in the Environmental Commitments section of this CE document.

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**SECTION B – ECOLOGICAL RESOURCES:**

**Streams, Rivers, Watercourses & Other Jurisdictional Features**

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

Presence

<b>X</b>

Impacts

Yes	No
<b>X</b>	

Total stream(s) in project area:   710   Linear feet      Total impacted stream(s):   468   Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Mud Creek	Perennial	250	143	Flows south, likely Waters of the US
UNT to Mud Creek	Intermittent	460	325	Flows east, likely Waters of the US

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*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, page 8) there are 14 streams, rivers, watercourse, or other jurisdictional features within the 0.5 mile search radius. That number was updated by the site visit on July 7, 2020 by Kaskaskia Engineering Group, LLC (KEG). There are two streams, rivers, watercourses, or other jurisdictional features present within the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on August 11, 2020. Please refer to Appendix F, page 1, for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are two likely jurisdictional streams, Mud Creek and an unnamed tributary (UNT) to Mud Creek, within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. There are no Federal, Wild, and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways present within the project area.

### Mud Creek

Mud Creek is classified as a perennial stream because it appears to have base flow and instream structure. It is represented by a solid blue-line on the USGS topographic maps. It flows south. The stream is surrounded by agricultural fields/pastures and maintained turf grass. The dominant substrate in the stream is gravel, sand, and silt. Riffles and pools are present. An OHWM is approximately 22 feet wide downstream and 23 feet wide upstream and 12 inches deep downstream and 9 inches deep upstream. Mud Creek has a defined bed and bank, an OHWM, and drains into Greens Fork, which drains into Whitewater River, and then eventually into the Ohio River, a traditionally navigable waterway. Mud Creek is likely a Waters of the U.S. (WOTUS). Mud Creek is also a Randolph County legal drain known as The Elmer Edwards Legal Drain, # 65250.

The project is anticipated to permanently impact approximately 143 linear feet (0.05 acre) from the placement of riprap for scour protection on the fill slopes and side slopes near the abutments. No temporary impacts are anticipated.

Mud Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

### UNT to Mud Creek

UNT to Mud Creek would likely be classified as an intermittent stream that flows during certain times of the year when upstream waters and groundwater provides enough water. It is represented by a dashed blue-line on the USGS topographic maps. It is located in the northwest quadrant of the project area and flows east. The stream is surrounded by a roadway side slope and agricultural fields. The dominant substrate in the stream is gravel, silt, and sand. Pools were present, but no riffles. An OHWM was observed that was approximately 5 feet wide and 18 inches deep. UNT to Mud Creek has a defined bed and bank, an OHWM, and drains into Mud Creek, which eventually drains into the Ohio River, a traditionally navigable waterway. UNT to Mud Creek is likely a Waters of the U.S. (WOTUS).

The project is anticipated to permanently impact approximately 325 linear feet (0.10 acre) of UNT to Mud Creek feet due to the construction of the side slopes. No temporary impacts are anticipated.

The total permanent impacts to likely jurisdictional waterways from both Mud Creek and UNT to Mud Creek will be 468 linear feet (0.15 acre). Impacts are unavoidable to replace the bridge but were minimized to the greatest extent possible. Mitigation will likely be required and will be determined during the permitting phase.

IDNR responded on August 20, 2020, with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts which includes limiting in-stream disturbance, the appropriate use of riprap, and other bank erosion control materials, timing restrictions for in-stream work, and coordinating with permitting agencies (Appendix C, page 27). IDEM's auto-generated response dated July 21, 2020, recommended that impacts to wetlands and other water resources be avoided to the fullest extent (Appendix C, page 35). USFWS responded on August 13, 2020, with recommendations to restrict below low-water work in streams, minimize the extent of riprap in bank stabilization, avoid all work within inundated parts of the stream channel, and evaluate wildlife crossings under the bridge in appropriate situations (Appendix C, page 4). The Randolph County Surveyor responded on July 28, 2020, stating that Mud Creek is a legal drain (Appendix C, page 43). Further coordination with the Randolph County Surveyor requested the Mud Creek flow line be sumped an additional 1 foot under the new bridge structure; this has been added to the plans (Appendix B, page 5). All applicable recommendations are included in the Environmental Commitments section of this CE document.

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**Open Water Feature(s)**

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: \_\_\_\_\_

**Presence**


**Impacts**

	Yes	No

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, page 8) there are six lakes within the 0.5 mile search radius. That number was updated by the site visit on July 7, 2020 by KEG. No open water features are present within or adjacent to the project area, therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on August 11, 2020. Please refer to Appendix F, page 1, for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are no open water features.

**Wetlands**

**Presence**

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**Impacts**

	Yes	No

Total wetland area: 0.00 Acre(s)      Total wetland area impacted: 0.00 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

**Documentation**

X

**ESD Approval Dates**

August 11, 2020

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

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


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*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 1) there are seven wetlands within the 0.5 mile search radius. That was updated by the site visit on July 7, 2020 by KEG. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on August 11, 2020. Please refer to Appendix F, page 1 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are no wetlands within the project area.

IDNR responded on August 20, 2020 with recommendations to develop a mitigation plan for unavoidable habitat impacts that will occur (Appendix C, page 27). IDEM's auto-generated response dated July 21, 2020 stated that impacts to wetlands and other water resources be avoided to the fullest extent (Appendix C, page 35). Since there are no wetlands present, these recommendations are not applicable. All applicable recommendations are included in the Environmental Commitments section of this CE document.

	<b>Presence</b>	<b>Impacts</b>	
<b>Terrestrial Habitat</b>	<input type="checkbox"/>	Yes	No
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area:   0.10   Acre(s)      Total tree clearing:   0.07   Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, a site visit conducted July 7, 2020 by KEG, and the aerial map of the project area (Appendix B, page 1) there are terrestrial habitats within the project area. The terrestrial habitats surrounding the project area consist of common roadside herbaceous species, mowed grass, and mature trees. There are riparian trees along Mud Creek and UNT to Mud Creek. The project will remove 7 trees that are predominantly Green Ash, Hackberry, and White Mulberry species. No wildlife was observed during the field survey; however, this fauna likely provides habitat for mice, rabbits, squirrels, and snakes. Avoidance was not possible to facilitate construction access to replace the existing structure and install riprap. Mitigation is not anticipated for the tree removal as the project will not require a Construction in a Floodway (CIF) permit (Appendix F, page 20). Soil disturbance is estimated to exceed one acre; therefore, a Rule 5 erosion control permit is anticipated. Disturbed areas will be reseeded post construction (Appendix B, page 14).

IDNR responded on August 20, 2020 recommending that a mitigation plan be developed for any unavoidable habitat impacts that will occur and to allow wildlife passage under the structure (Appendix C, page 28). USFWS responded on August 13, 2020 with recommendations to not clear trees or understory vegetation outside of the construction zone boundaries and evaluate wildlife crossings under the bridge (Appendix C, page 4). Impacts to trees are unavoidable to replace the bridge structure but were minimized to the greatest extent possible. All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Protected Species**  
**Federally Listed Bats**

	<b>Yes</b>	<b>No</b>
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS:      NE       NLAA       LAA



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**Other Species not included in IPaC**

Additional federal species found in project area (based on IPaC species list)  
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

Known usage or presence of birds (i.e. nests)  
 State bird species based upon coordination with IDNR

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

Based on a desktop review and the RFI report (Appendix E, page 1), completed by KEG on May 11, 2020, the IDNR Randolph County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 20, 2020 (Appendix C, page 27), the Natural Heritage Program's Database has 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.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 20). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge/structure assessment occurred on July 7, 2020, and no signs of bats (Appendix I, page 3). An effect determination key was completed on July 23, 2020, and based on the responses provided, the project was found to "may affect but not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page 6). INDOT reviewed and verified the effect finding on July 23, 2020 and requested USFWS's review of the finding (Appendix C, page 26). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the Environmental Commitments section of this CE document. There is one AMM for temporary lighting use during construction, four tree removal AMM's identifying tree clearing measures, and one general AMM for the contractor to follow to minimize impacts to potential bat habitats.

The official species list generated May 17, 2021, from IPaC indicated no other species present within the project area. The project qualifies for the USFWS Interim Policy.

Structure # 036-68-03477B has not shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA); however, due to the presence of Mud Creek, the bridge provides suitable habitat. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" Unique Special Provision (USP). This firm commitment is included in the *Environmental Commitments* of this document.

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

**Geological and Mineral Resources**

Project located within the Potential Karst Features Area of Indiana  
 Karst features identified within or adjacent to the project area  
 Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Study/Report reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

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*Discuss if project is located in Potential Karst Features Area of Indiana and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Karst Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 1) and the RFI report (Appendix E, page 1), there are no karst features identified within or adjacent to the project area. In the early coordination response dated July 21, 2020, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, page 31). IGWS identified that there is moderate liquefaction potential, 1% annual chance flood hazard, high potential for bedrock resource, low potential for sand and gravel resources, and abandoned industrial minerals sand gravel pits. The features will not be affected because the project is replacing a bridge where there is already an existing bridge. Response from IGWS has been communicated with the designer on July 21, 2020. No impacts are expected.

### SECTION C – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		<input type="checkbox"/>	<input type="checkbox"/>
If Yes, is the FHWA/EPA SSA MOU Applicable?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is a Groundwater Assessment Required?		<input type="checkbox"/>	<input type="checkbox"/>

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*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

**Sole Source Aquifer**

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

**Wellhead Protection Area and Source Water**

The Indiana Department of Environmental Management's Wellhead Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on April 16, 2021, by Michael Baker. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated August 6, 2020, IDEM stated the project is not located within a wellhead area (Appendix C, page 34). No impacts are expected.

**Water Wells**

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on April 16, 2021, by Michael Baker. No wells are located near this project. Therefore, no impacts are expected.

**Urban Area Boundary**

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4>) by Michael Baker on April 16, 2021, this project is not located in an Urban Area Boundary location. No impacts are expected.

**Public Water System**

Based on a desktop review, a site visit on July 7, 2020, by KEG, and the aerial map of the project area (Appendix B, page 1) this project is not located where there will be public water system impacts. Due to the rural location it has been confirmed through the project designer no public water system locations are identified in the project area. Therefore, no impacts are expected.

<b>Floodplains</b>	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b><u>Yes</u></b>	<b><u>No</u></b>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Longitudinal encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transverse encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1  Level 2  Level 3  Level 4  Level 5

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Michael Baker on April 16, 2021, and the RFI report (Appendix E, page 1), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 14). There is no floodplain administrator for this project. This project qualifies as a Category 4 per the current INDOT CE Manual, which states:

Category 4 – One home is located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial.

This project qualifies for the IDNR rural bridge exemption criteria and therefore does not require a CIF (Appendix C, page 30). It is a state highway department, a bridge located in a rural area, and the upstream drainage area is 7.7 square miles (Appendix F, page 3).

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Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

Based on a desktop review, a site visit on July 7, 2020 by KEG, and the aerial map of the project area (Appendix B, page 1), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland. Approximately 0.11 acre of temporary ROW will be needed from agricultural land for construction access. An early coordination letter was sent to NRCS and a response was received on July 28, 2020 stating that the project will not cause a conversion of prime farmland (Appendix C, page 42). No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	<b>Category(ies) and Type(s)</b> <input type="text" value="Category B, Type 12"/>	<b>INDOT Approval Date(s)</b> <input type="text" value="May 14, 2021"/>	<b>N/A</b> <input type="text"/>
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**Full 106 Effect Finding**  
 No Historic Properties Affected       No Adverse Effect       Adverse Effect

**Eligible and/or Listed Resources Present**  
 NRHP Building/Site/District(s)       Archaeology       NRHP Bridge(s)

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

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

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*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

On May 14, 2021, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 12 under the Minor Projects Programmatic Agreement (Appendix D, page 1). Category B, 12 is the replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects. An archeological record check and Phase 1a Field Reconnaissance were completed on May 14, 2021 (Appendix D, page 5). The archeological reconnaissance identified no archaeological sites are located within the project area. No further archaeological assessment is recommended for this site (Appendix D, page 6). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

### SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
“De minimis” Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, page 7) there are no potential 4(f) resources located within the 0.5 mile search radius. According to additional research and by the site visit on July 7, 2020 by KEG, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Section 6(f) Involvement</b>			
<b>Section 6(f) Property</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

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

A review of 6(f) properties on the INDOT ESD website revealed a total of three properties in Randolph County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

	Yes	No
Is the project in the most current STIP/TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in an MPO Area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If No, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Location in STIP: Page 169

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

Level 1a  Level 1b  Level 2  Level 3  Level 4  Level 5

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.*

The project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).

This project is located in Randolph County, which is currently in attainment for all criteria pollutants according to <https://www.in.gov/idem/airquality/2339.htm>. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

### SECTION G - NOISE

	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Noise Analysis was approved/technically sufficient by INDOT ESD: \_\_\_\_\_

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*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

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

## SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

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

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

The project is located outside the city limits of Lynn, Randolph County. The project is a bridge replacement that will allow continued use of US 36 over Mud Creek. The project is a minor project that will not change the use of the area or result in any substantial impacts to the community. Temporary inconveniences may occur during construction with the use of the detour route but access to all properties will be maintained. The project will not impact any local community events.

There is currently no Randolph County ADA Transition Plan. There are currently no existing Americans with Disability Act (ADA) facilities on or near the bridge and the project will not install any pedestrian facilities.

**Public Facilities and Services**

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

Based on a desktop review, the aerial map of the project area (Appendix B, page 1), and the RFI report (Appendix E, page 7) there are no public facilities within the 0.5 mile search radius. That number was confirmed by the site visit on July 7, 2020, by KEG. There are no public facilities within or adjacent to the project area, therefore no impacts are expected. Access to all properties will be maintained during construction.

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

**Environmental Justice (EJ) (Presidential EO 12898)**

- During the development of the project were EJ issues identified?
- Does the project require an EJ analysis?
- If YES, then:
  - Are any EJ populations located within the project area?
  - Will the project result in adversely high and disproportionate impacts to EJ populations?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high and adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 1.17 acre of permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Randolph County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9521. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the US Census Bureau 2019 American Community Survey (ACS) was obtained on April 16, 2021 by Michael Baker. The data collected for minority and low-income populations within the AC are summarized in the below tables.

**Table 1: Minority Data for Randolph County and Census Tract 9521 (2019 ACS 5-Year Estimates)**

	COC	AC-M1
	Randolph County, Indiana	Census Tract 9521, Randolph County, Indiana
Total Population	24,926	2,929
Minority Population (Non-white)	666	27
Percent Minority	2.67%	0.92%
125% of COC	3.34%	<b>AC &gt; 125% COC?</b>
Minority Population of EJ Concern?		<b>No</b>

**Table 2: Low-Income for Randolph County and Census Tract 9521 (2019 ACS 5-Year Estimates)**

	COC	AC-L1
	Randolph County, Indiana	Census Tract 9521, Randolph County, Indiana
Total Number of Families	6,496	786
Low Income (below poverty level) Households	708	56
Percent Low-Income (below poverty level)	10.90%	7.12%
125% of COC	13.62%	<b>AC &gt; 125% COC?</b>
Low Income Households of Concern?		<b>No</b>

AC-M1, Census Tract 9521 has a percent minority of 0.92% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

AC-L1, Census Tract 9521 has a percent low-income of 7.12% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

The census datasheets, map, and calculations can be found in Appendix I. No EJ communities were identified within the project area. No further environmental justice analysis is warranted.



**Indiana Department of Transportation**

County Randolph

Route US 36

Des. No. 1702882

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

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

**SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

**Hazardous Materials & Regulated Substances** (Mark all that apply)

**Documentation**

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

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable): May 12, 2020

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

Based on a review of GIS and available public records, a RFI was concurred by INDOT SAM on May 12, 2020 (Appendix E, Page 1). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

**Indiana Department of Transportation**

County Randolph

Route US 36

Des. No. 1702882

**Part IV – Permits and Commitments**

<b>PERMITS CHECKLIST</b>
--------------------------

**Permits** (mark all that apply)

**Likely Required**

**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

A USACE 404 and IDEM 401 Regional Permit are likely needed for permanent impact to Mud Creek and UNT-1 to Mud Creek. A Rule 5 permit is also likely required due to soil disturbance of 1.17 acres (Appendix F, page 20). This project qualifies for the IDNR rural bridge exemption criteria and therefore does not require a CIF (Appendix C, page 30). It is a state highway department, a bridge located in a rural area, and the upstream drainage area is 7.7 square miles (Appendix F, page 3).

The total permanent impacts to likely jurisdictional waterways is 468 linear feet (0.15 acre). This is over the 0.10 acre threshold; therefore, mitigation will likely be required.

Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

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

## Indiana Department of Transportation

County   Randolph  

Route   US 36  

Des. No.   1702882  

### ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

**Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
4. Structure # 036-68-10346B has shown no evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the May 14, 2019 bridge inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure USP". (INDOT ESD)
5. USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after (7/7/2022) an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
6. Mud Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT ESD)
7. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
8. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
9. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
10. Tree Removal AMM 2: Apply time of year restrictions April 1<sup>st</sup> through September 30<sup>th</sup> 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. (USFWS)
11. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
12. 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. (USFWS)

**For Further Consideration:**

13. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either

## Indiana Department of Transportation

County   Randolph  

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embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

14. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
15. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
16. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)
17. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. (IDNR-DFW)
18. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR-DFW)
19. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
20. Operate equipment used to replace the bridge from the existing roadway. (IDNR-DFW)
21. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
22. Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high-water mark (OHWM). From the OHWM to the top of the bank, we recommend using bioengineered bank stabilization methods instead of riprap. This can provide equal or better erosion control protection than riprap. This will allow a natural, vegetated stream bank to develop and will allow wildlife passage along the creek's banks and riparian corridor. (IDNR-DFW)
23. 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 nonwetland 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 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR-DFW)

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# Appendix A:

## INDOT Supporting Documentation

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)*</b>	“No Effect”, “Not likely to Adversely Affect” (With select AMMs <sup>6</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>7</sup>
<b>Threatened/Endangered Species (Any other species)*</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>8</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>9</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>10</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> <li>• District Env. (DE)</li> <li>• Env. Serv. Div. (ESD)</li> <li>• FHWA</li> </ul>					

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

<sup>5</sup> Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

<sup>6</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>7</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

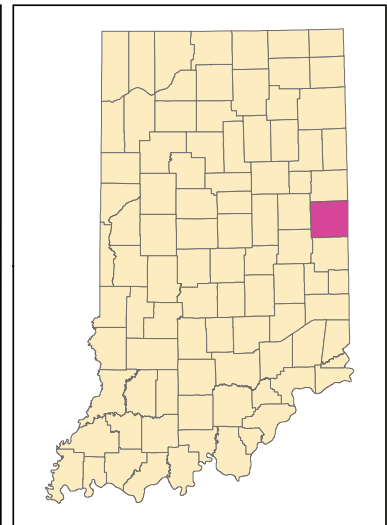
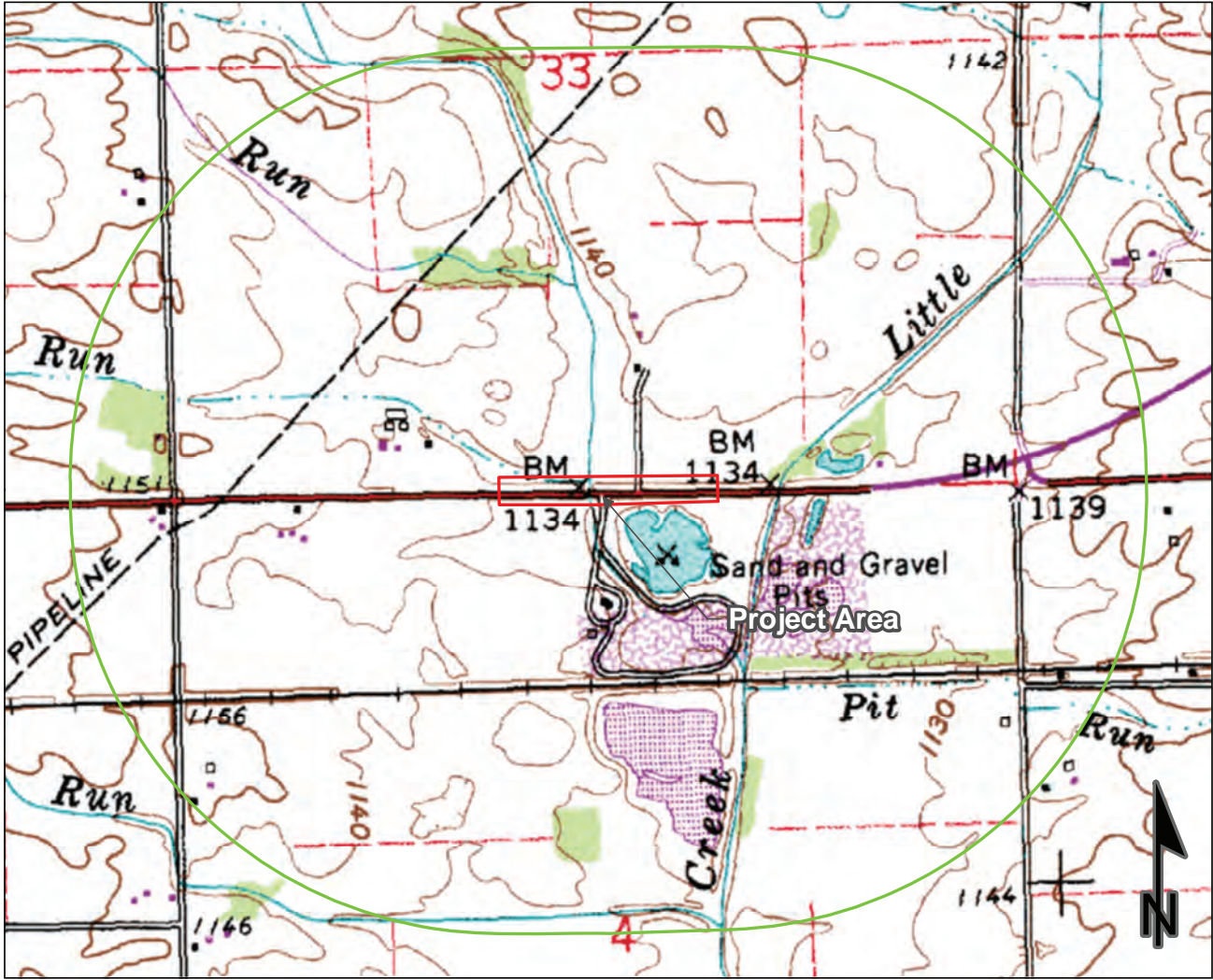
Note: Substantial public or agency controversy may require a higher-level NEPA document.

# Appendix B:

## Graphics

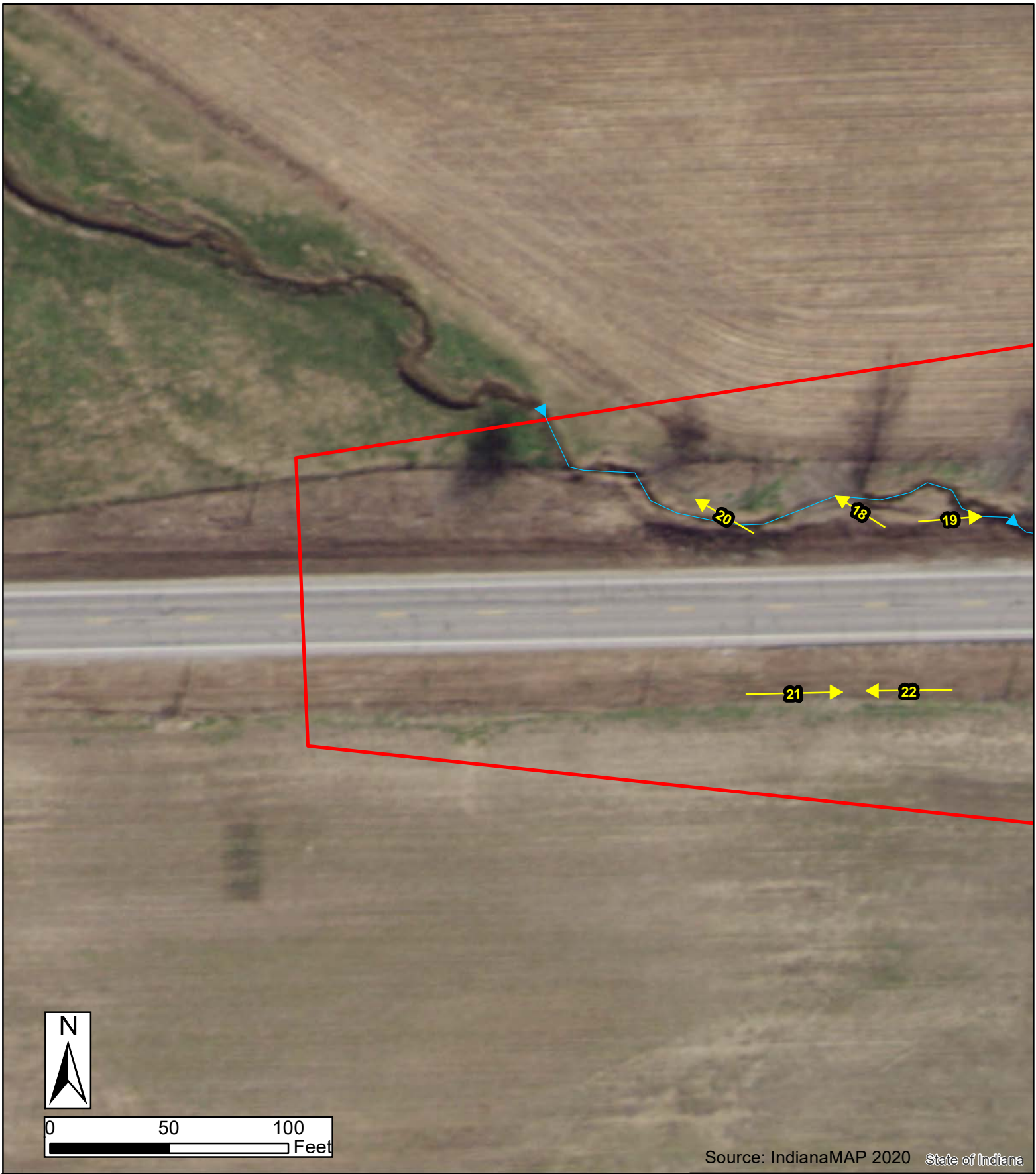


General Site Map  
 US 36, 1.59 miles west of US 27  
 Des. No. 1702882  
 Randolph County, Indiana






Sources: 0.15 0.075 0 0.15 Miles  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://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.

LYNN QUADRANGLE  
 INDIANA  
 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)



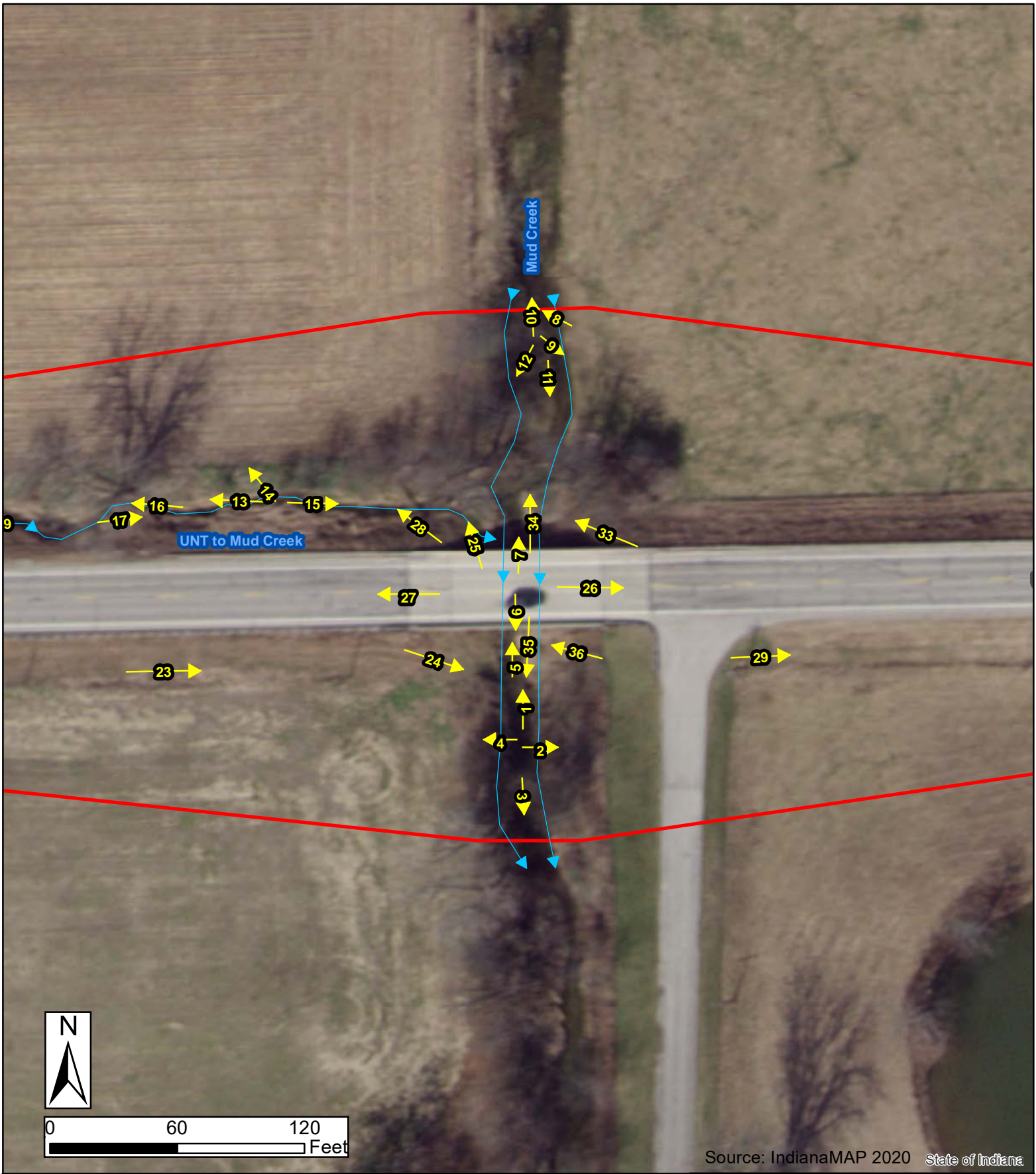
Source: IndianaMAP 2020 State of Indiana

**Figure**  
**Photo Directional Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

-  Photo Direction
-  Streams
-  Investigated Area








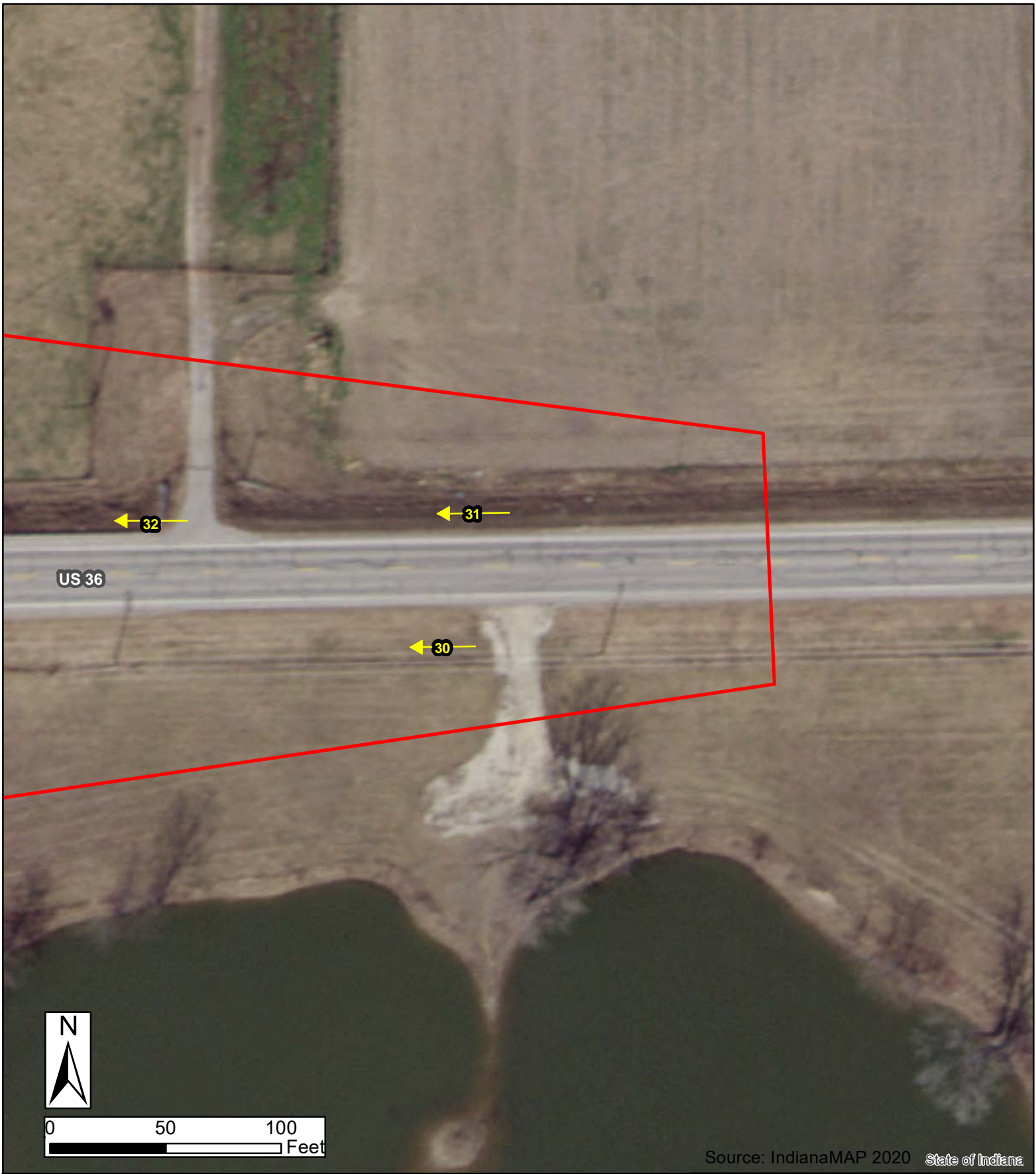


Source: IndianaMAP 2020 State of Indiana

**Figure**  
**Photo Directional Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

-  Photo Direction
-  Streams
-  Investigated Area





Source: IndianaMAP 2020 State of Indiana

**Figure**  
**Photo Directional Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**




-  Photo Direction
-  Streams
-  Investigated Area





Photo Log



1. Looking north from south side of bridge in Mud Creek. Note instream wetland feature on right.



2. Looking at east bank of Mud Creek, south of the bridge.



3. Looking south from south side of bridge in Mud Creek.



4. Looking at west bank of Mud Creek, south of bridge.





5. Looking north in Mud Creek at an instream wetland feature (reed canary grass) near the south side of the bridge.



6. Looking south in Mud Creek from under the bridge. Note the instream wetland feature on left side.



7. Looking north in Mud Creek from under the bridge. Note instream wetland feature dominated by reed canary grass.



8. Looking northwest at the west bank of Mud Creek, north of the bridge.



**Photo Log**



9. Looking southeast at the east bank scour of Mud Creek, north of the bridge.



10. Looking north in Mud Creek, north of the bridge.



11. Looking south in Mud Creek, north of the bridge. Instream wetland feature in foreground.



12. Facing southwest toward Instream wetland feature north of bridge.



Photo Log



13. Looking west in UNT to Mud Creek.



14. Looking northwest at the bank of UNT to Mud Creek.



15. Looking east in UNT to Mud Creek.



16. Looking west in UNT to Mud Creek.



**Photo Log**



17. Looking east at UNT to Mud Creek from roadside slope.



18. Looking northwest at UNT to Mud Creek from roadside slope.



19. Looking east at UNT to Mud Creek from roadside slope.



20. Looking northwest at UNT to Mud Creek exiting the project area.



**Photo Log**



21. Looking east in the southwest quadrant of the investigated area.



22. Looking west in the southwest quadrant of the investigated area.



23. Looking east in the southwest quadrant of the investigated area.



24. Looking southeast at the southwest quadrant of the bridge.



**Photo Log**

DES 1702882: US 36 over Mud Creek Bridge Replacement, Randolph County

Photos Taken: 07/07/2020



25. Looking northwest, towards the outfall of UNT to Mud Creek into Mud Creek.



26. Looking east on US 36.



27. Looking west on US 36.



28. Looking northwest at UNT to Mud Creek from roadside slope.



**Photo Log**

DES 1702882: US 36 over Mud Creek Bridge Replacement, Randolph County

Photos Taken: 07/07/2020



29. Looking east in the southeast quadrant of the investigated area.



30. Looking west in the southeast quadrant of the investigated area.



31. Looking west in the northwest quadrant of the investigated area.



32. Looking west in the northwest quadrant of the investigated area.



**Photo Log**



33. Looking northwest from the northeast quadrant of the bridge at the outfall of UNT to Mud Creek.



34. Looking north from bridge at Mud Creek.



35. Looking south from bridge at Mud Creek.



36. Looking northwest at the southern side of the bridge toward Mud Creek.



Plans removed due to size. Please see Project plans link to view the full plan set:  
<https://www.in.gov/indot/files/PHRG-PlansXsect-1702882-for-Bridge-Services.pdf>

PROJECT	DESIGNATION
1702882	1702882
CONTRACT	BRIDGE FILE
R-4188B	036-68-10346

# INDIANA DEPARTMENT OF TRANSPORTATION



TRAFFIC DATA	
A.A.D.T.	(2021) 2,795 V.P.D.
A.A.D.T.	(2041) 3,111 V.P.D.
D.M.V.	(2041) 266 V.P.H.
DIRECTIONAL DISTRIBUTION	51.4% N
TRUCKS	26.63% A.A.D.T.
	26.63% D.M.V.
DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	NON-FREIGHTWAY
FUNCTIONAL CLASSIFICATION	STATE COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE

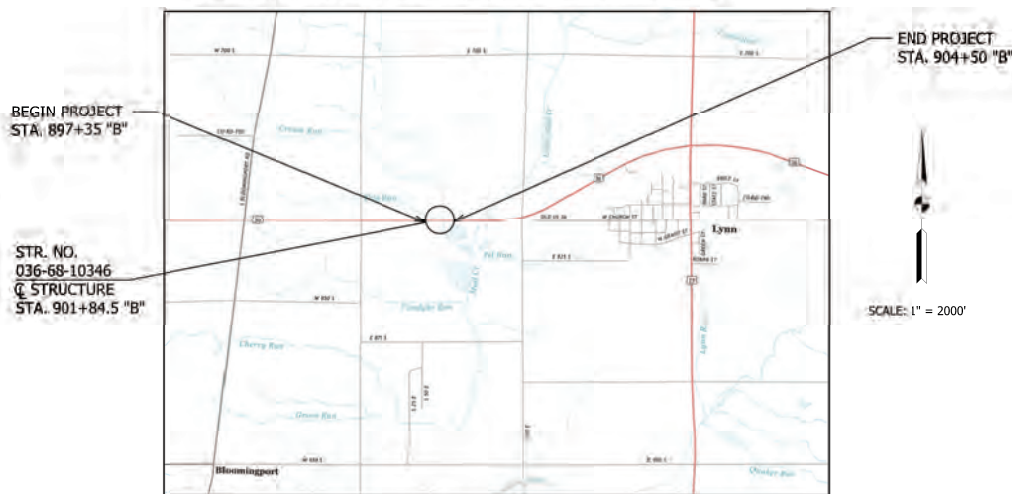
STRUCTURE	TYPE	SPAN AND SAW	OVER	STATION
036-58-10346	CONT. REINFORCED CONCRETE SLAB BRIDGE	3 SPANS: 25'-0", 34'-6" & 25'-0" NO SKEW	US 36 OVER MUD CREEK	901+84.50 LINE "B"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2009585	US 36, HMA Overlay, Preventive Maintenance, SR 1 East Junction to US 27 (Lead)
2009560	US 27, HMA Overlay, Preventive Maintenance, 6.43 mi. N. of I-70 (NCL Fountain City) to 0.73 mi. S. of US 30 (Kosciusko)
1701882	US 36 Over Mud Creek, Bridge Replacement, 1.59 mi. West of US 27

## BRIDGE PLANS FOR SPANS OVER 20 FEET

ROUTE: US 36 AT: RP 130+61  
 PROJECT NO. 1702882 P.E.  
 1702882 R/W  
 1702882 CONST.

BRIDGE REPLACEMENT ON US 36 OVER MUD CREEK.  
 LOCATED APPROXIMATELY 1.59 MILES WEST OF US 27 IN SECTION 33, T-19-N, R-14-E & SECTION 4, T-18-N, R-14-E IN WASHINGTON TOWNSHIP, RANDOLPH COUNTY, INDIANA.



LATITUDE: 40° 02' 55" N	LONGITUDE: 84° 58' 07" W
BRIDGE LENGTH:	0.116 MI.
ROADWAY LENGTH:	0.100 MI.
TOTAL LENGTH:	0.116 MI.
MAX. GRADE:	0.60% %
HUC: 050800030200	

LOCATION MAP

INDIANA DEPARTMENT OF TRANSPORTATION  
 STANDARD SPECIFICATIONS DATED 2022  
 TO BE USED WITH THESE PLANS

**Michael Baker INTERNATIONAL**

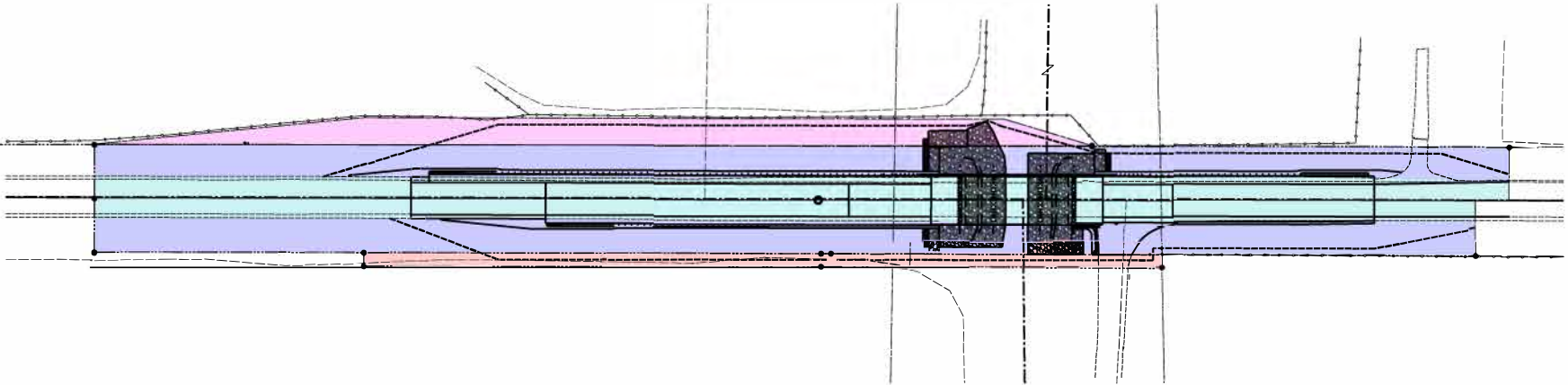
Michael Baker International  
 3925 River Crossing Parkway, Suite 150  
 Indianapolis, IN 46240  
 Tel: 317-663-8410 Fax: 317-663-8410  
 www.mbakerni.com

**Preliminary Plans NOT FOR CONSTRUCTION**

PLANS PREPARED BY: Michael Baker International	317.663.8410	PHONE NUMBER
CHECKED BY:		DATE
APPROVED (SHEETING):		DATE

BRIDGE FILE	036-68-10346
DESIGNATION	1702882
SURVEY BOOK	
SHEETS	1 OF 27
CONTRACT	R-4188B
PROJECT	1702882

1 of 1



PLAN  
SCALE: N.T.S.

**LEGEND**

- Area of Exist. INDOT Easement  
12231 SFT (0.28 Acres)
- Area of New Permanent Right-of-Way  
North Side: 24641 SFT (0.57 Acres)  
South Side: 25893 SFT (0.60 Acres)
- Area of Reacquired Right-of-Way  
32580 SFT (0.75 Acres)
- Area of Temporary Right-of-Way  
5973 SFT (0.14 Acres)

**RIGHT OF WAY AREA DISPLAY**

Recommended for Approval:

Date:

# Appendix C:

## Early Coordination



**The following agencies received Early Coordination Letters:**

Field Supervisor  
U.S. Fish and Wildlife Service  
Bloomington Indiana Field Office  
620 South Walker Street  
Bloomington, Indiana 47403-2121  
(electronic coordination)

Manager, Public Hearings  
Indiana Department of Transportation  
100 N. Senate Ave., Rm 642  
Indianapolis, Indiana 46204  
(electronic coordination)

State Conservationist  
Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, Indiana 46278  
(electronic coordination)

Regional Environmental Coordinator  
Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, Nebraska 68102

Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, Indiana 47405  
(electronic submittal online)

President  
Randolph County Commissioners  
100 South Main Street  
Winchester, Indiana 47394

Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, Indiana 46204  
(electronic coordination)

Randolph County Surveyor  
325 S. Oak Street  
Room #206  
Winchester, Indiana 47394

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington Street, Room W273  
Indianapolis, Indiana 46204  
(electronic coordination)

Supervisor  
Randolph County Highway Department  
1204 S. Huntsville Road  
Winchester, Indiana 47394

Indiana Department of Environmental Management  
Automatic Coordination Website  
(auto-generated response)

Indiana Department of Environmental Management  
Wellhead Proximity Determinator Website  
(website coordination)

Environmental Section Manager  
Indiana Department of Transportation  
Greenfield District  
32 South Broadway  
Greenfield, Indiana 46140  
(electronic coordination)

Field Environmental Officer  
Chicago Regional Office  
U.S. Department of Housing & Urban Development  
Metcalfe Federal Building  
77 West Jackson Boulevard, Room 2401  
Chicago, Illinois 60604  
(electronic coordination)

U.S. Army Corps of Engineers Louisville District  
ATT: CELRL-RDN  
P.O. Box 59  
Louisville, Kentucky 40201-0059  
(electronic coordination)



323 Main Street  
Suite E  
Evansville, Indiana 47708  
812.314.7041 phone

**Early Coordination Sample Letter**  
**\*General Site Map found in Appendix B1**

July 21, 2020

«Ns»  
«CStZip»

Re: DES No: 1702882, Bridge Replacement Project over Mud Creek on US 36, 1.59 miles west of US 27, Randolph County.  
KEG No. 19-1011.00

Dear «Name»:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with a project involving the aforementioned structure in Randolph County. 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.

This project is located on US 36, 1.59 miles west of US 27, in Randolph County. This section of US 36 is a two lane Major Collector. The existing US 36 approach cross section consists of two 12 foot lanes bordered by 6 foot usable shoulders. The existing 3-span concrete cast-in-place structure is 71.2 feet in length (SN 036-68-03477B). The wearing surface has random cracking – mostly wide longitudinal at the centerline and wheel paths; the concrete slab has long cracks and efflorescence; and, the end bent caps have fairly heavy cracking with efflorescence and rust staining. Guardrail exists on both sides at the structure. The approximate existing right-of-way is 40 feet each side of the centerline throughout the project area, with the exception of the northwest quadrant, which extends an additional 0.28 acres via an easement.

The current proposed project would replace the existing bridge over Mud Creek with a cast in place 3-span continuous reinforced concrete slab bridge and includes construction of approach slabs, potential full depth pavement, shoulder reconstruction, and rip rap. The project would require the acquisition of 1.54 acres of reacquired right-of-way and 0.14 acres of temporary right-of-way for side slope construction. The project limits would be approximately 0.013 mile in length. The method of traffic maintenance would be a full road closure with official state detour, utilizing US 27, SR 32, and SR 1. Construction is anticipated to begin in August 2022.

Land use in the vicinity of the project is predominantly agricultural fields with single family farmsteads. The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. This project qualifies for the application of

the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the areas of additional right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

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 618-233-5877 or MBarletta@kaskaskiaeng.com, or Jeremy Greene, INDOT Project Manager at 317-467-3472 or JeGreene@indot.in.gov. Thank you in advance for your input.

Sincerely,



Molly Barletta  
Project Manager  
Kaskaskia Engineering Group, LLC

Attachment -

- Early Coordination Letter Recipient List
- Maps (Location, Aerial, Topographic)
- Photo Log

cc: J. Patrick Duncan, MBI



1. Looking east on US 36 from US 36 bridge over Mud Creek.



2. Looking north at Mud Creek from US 36 bridge over Mud Creek.



3. Looking west on US 36 from US 36 bridge over Mud Creek.



4. Looking south at Mud Creek from US 36 bridge over Mud Creek.





5. US 36 bridge span underside over Mud Creek.



6. Looking north at Mud Creek and US 36 bridge from south side of US 36 bridge.



7. US 36 bridge span underside over Mud Creek.



8. Looking north at Mud Creek from north side of US 36 bridge.



9. Unnamed tributary to Mud Creek in northwest project quadrant, looking west.



10. Northeast project quadrant, looking east.



11. Southwest project quadrant, looking west.



12. Southeast project quadrant, looking east.

**From:** [McWilliams, Robin](#)  
**To:** [Molly Barletta](#)  
**Subject:** Re: [EXTERNAL] Early Coordination Letter: US 36, Bridge Replacement (DES 1702882), Randolph Co., IN  
**Date:** Thursday, August 13, 2020 2:30:47 PM  
**Attachments:** [image001.png](#)

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Dear Molly,

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

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

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

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

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

Sincerely,  
Robin McWilliams Munson

**Standard Recommendations:**

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



techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

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

[Mon-Tues 8-3:30p](#)

[Wed-Thurs 8:30-3p Telework](#)

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**From:** Molly Barletta <MBarletta@kaskaskiaeng.com>

**Sent:** Tuesday, July 21, 2020 12:03 PM

**To:** McWilliams, Robin <robin\_mcwilliams@fws.gov>

**Subject:** [EXTERNAL] Early Coordination Letter: US 36, Bridge Replacement (DES 1702882), Randolph Co., IN

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

Please see the attached.

Thank you -

signature



Molly Barletta

*Project Manager*

**Certified: WBE/DBE/WOSB/EDWOSB**

314.910.2642 cell | 618.233.5877 office

MBarletta@kaskaskiaeng.com





## 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:

July 23, 2020

Consultation Code: 03E12000-2020-I-2259

Event Code: 03E12000-2020-E-09031

Project Name: US 36, Bridge Replacement (DES 1702882)

Subject: Concurrence verification letter for the 'US 36, Bridge Replacement (DES 1702882)' 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 **US 36, Bridge Replacement (DES 1702882)** (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

US 36, Bridge Replacement (DES 1702882)

### Description

The project is located on US 36, 1.59 miles west of US 27, in Randolph County, Indiana. The proposed project includes replacing the existing bridge over Mud Creek (036-68-03477B) with a new three span continuous reinforced concrete slab bridge. Additional work includes approach slab construction, new guardrail and end treatments, shoulder reconstruction, ditch regrading, and installation of riprap. Approximately 0.14 acre of temporary right-of-way (ROW) and 1.54 acres of reacquired ROW is anticipated. Installation of temporary or permanent lighting is not anticipated. There is suitable summer habitat within the project action area. Approximately 11 trees will be removed, predominantly Green Ash, Hackberry, and White Mulberry species. Trees will be removed in the inactive season.

The project is located in a rural area, surrounded by agricultural fields, a lake, and some residential structures and outbuildings. INDOT personnel stated on April 5, 2020 that 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. A bridge inspection conducted on May 14, 2019 by INDOT did not indicate the presence of bats. A bridge inspection conducted on July 7, 2020 by Kaskaskia Engineering Group, LLC did not indicate the presence of bats.

Construction is anticipated to begin in August 2022.

## Determination Key Result

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

## Qualification Interview

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

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

*A) Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

*No*

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

*No*

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

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

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

*Yes*

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

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

*Yes*

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

*No*

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

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

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

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

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

*No*

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

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

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

*B) During the inactive season*

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

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

*No*

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

No

23. Does the project include slash pile burning?

No

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

Yes

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

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

Yes

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

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

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

Yes

#### **SUBMITTED DOCUMENTS**

- *Bridge Culvert Bat Assessment Form\_DES1702882.pdf* <https://ecos.fws.gov/ipac/project/BL2GVWOUJG33MLM6DYVRH2ORA/projectDocuments/22654568>



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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

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

**Automatically answered**

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

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

**Automatically answered**

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

38. Is the habitat removal portion of this project consistent with a 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.*

39. 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*

**40. 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

**41. Tree Removal AMM 1**

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

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

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

Yes

**42. 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

**43. Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (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

**44. Lighting AMM 1**

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

Yes

## Project Questionnaire

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

N/A

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

N/A

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

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

0.99

4. Please describe the proposed bridge work:

*The proposed project includes replacing the existing bridge over Mud Creek (036-68-03477B) with a new three span continuous reinforced concrete slab bridge.*

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

*Construction is anticipated to begin in August 2022.*

6. Please enter the date of the bridge assessment:

*July 7, 2020*

## Avoidance And Minimization Measures (AMMs)

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

### GENERAL AMM 1

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

**LIGHTING AMM 1**

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

**TREE REMOVAL AMM 1**

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

**TREE REMOVAL AMM 2**

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

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

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

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

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

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

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



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

May 17, 2021

Consultation Code: 03E12000-2020-SLI-2259

Event Code: 03E12000-2021-E-06024

Project Name: US 36, Bridge Replacement (DES 1702882)

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-2259

Event Code: 03E12000-2021-E-06024

Project Name: US 36, Bridge Replacement (DES 1702882)

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

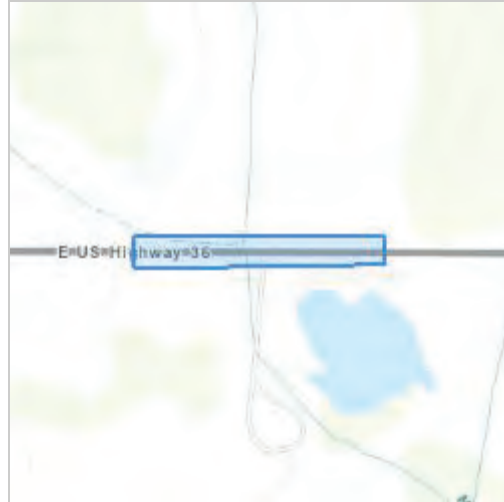
Project Description: The project is located on US 36, 1.59 miles west of US 27, in Randolph County, Indiana. The proposed project includes replacing the existing bridge over Mud Creek (036-68-03477B) with a new three span continuous reinforced concrete slab bridge. Additional work includes approach slab construction, new guardrail and end treatments, shoulder reconstruction, ditch regrading, and installation of riprap. Approximately 0.14 acre of temporary right-of-way (ROW) and 1.54 acres of reacquired ROW is anticipated. Installation of temporary or permanent lighting is not anticipated. There is suitable summer habitat within the project action area. Approximately 11 trees will be removed, predominantly Green Ash, Hackberry, and White Mulberry species. Trees will be removed in the inactive season.

The project is located in a rural area, surrounded by agricultural fields, a lake, and some residential structures and outbuildings. INDOT personnel stated on April 5, 2020 that 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. A bridge inspection conducted on May 14, 2019 by INDOT did not indicate the presence of bats. A bridge inspection conducted on July 7, 2020 by Kaskaskia Engineering Group, LLC did not indicate the presence of bats.

Construction is anticipated to begin in August 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.048585643170455,-84.96828985370368,14z>



Counties: Randolph County, Indiana

## Endangered Species Act Species

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

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

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

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

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

## Mammals

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

## Critical habitats

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

From: [Darrah, Taylor N](#)  
To: [Molly Barletta](#)  
Cc: [Krista N. Bollmann](#)  
Subject: RE: DES 1702882 - USFWS Determination Key Review Request (634-22654747), MA-NLAA  
Date: Thursday, July 23, 2020 11:21:43 AM  
Attachments: [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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Molly,

INDOT has reviewed the IPaC determination and concurs. The determination was submitted to the USFWS on July 23, 2020 for their 14-day review period.

Thank you,

**Taylor Darrah**

***Environmental Section Manager***

Indiana Department of Transportation

32 South Broadway

Greenfield, IN 46140

**Office:** (317) 467-3915

**Cell:** (317) 526-6080 – **Please temporarily direct all calls to my cell phone**

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



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**From:** Molly Barletta <[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)>  
**Sent:** Thursday, July 23, 2020 12:10 PM  
**To:** Darrah, Taylor N <[TDarrah@indot.IN.gov](mailto:TDarrah@indot.IN.gov)>  
**Cc:** Krista N. Bollmann <[KBollmann@kaskaskiaeng.com](mailto:KBollmann@kaskaskiaeng.com)>  
**Subject:** RE: DES 1702882 - USFWS Determination Key Review Request (634-22654747), MA-NLAA

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

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Hi, Taylor!

Per your comments, please verify the above referenced project for a revised determination.

Thank you,  
Molly

Molly Barletta  
*Project Manager*  
**Certified: WBE/DBE/WOSB/EDWOSB**  
314.910.2642 cell | 618.233.5877 office  
[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)

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

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**DNR #:** ER-22883

**Request Received:** July 21, 2020

**Requestor:** Kaskaskia Engineering Group, LLC  
Molly Barletta  
323 Main Street, Suite E  
Evansville, IN 47708

**Project:** US 36 bridge replacement over Mud Creek (SN 036-68-03477B), 1.59 miles west of US 27; KEG #19-1011.00; Des #1702882

**County/Site info:** Randolph

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

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

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

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

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

1) Bank Stabilization & Wildlife Passage:

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). From the OHWM to the top of the bank, we recommend using bioengineered bank stabilization methods instead of riprap. This can provide equal or better erosion control protection than riprap. This will allow a natural, vegetated stream bank to develop and will allow wildlife passage along the creek's banks and riparian corridor. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Attachments: A - Bridge Exemption Criteria

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

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**2) Riparian Habitat:**

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

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

**3) Nesting Birds/Roosting Bats:**

Repairs to the bridge could affect any nesting birds or roosting bats. Cliff and Barn Swallows, among other species, often nest on the underside of road bridges and many bat species roost in expansion joints and other concrete crevices on road bridges. Survey the bridges for any bird nests prior to construction. Nest surveys should occur between May 7 and September 7, which denotes the main nesting season for most bird species. If nests are found with eggs, chicks, or parents actively attending to the nest (building the nest and visiting often), then repairs should be put on hold until the nests complete their nesting cycle (to fledging) or fail (by natural causes).

The Division of Fish and Wildlife (DFW) recommends bridge maintenance activities be restricted to the period between November 1 and March 1 to avoid the summer roosting period for most bats in the central part of the State. However, some endangered bats could use a bridge to roost between November and March. No matter when work is proposed, the bridge must be inspected for the presence of bats. If there is no evidence of active bat use, work can proceed. If there is evidence of active bat use, work must not occur until either the bats leave the structure for the season or a separate permit is issued to remove the bats. Please contact Linnea Petercheff ([lpetercheff@dnr.in.gov](mailto:lpetercheff@dnr.in.gov)) regarding permits to handle bats. If bats are present, a more formal survey to determine what species are present may be required.

The DFW recommends consulting with the State Mammologist or the US Fish and Wildlife Service before scheduling a bridge maintenance, repair, or replacement project where evidence of bat use of the structure has been observed. Information about bat use of transportation structures as well as avoidance and exclusion measures can be found at <https://www.batcon.org/pdfs/bridges/BatsBridges2.pdf> and <https://www.whitenosesyndrome.org/mmedia-education/acceptable-management-practices-for-bat-species-inhabiting-transportation-infrastructure>.

**4) Stream/Wetland Habitat:**

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program.

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

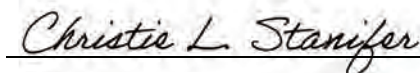
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The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

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

**Contact Staff:**

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



**Date:** August 20, 2020

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



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

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

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

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

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

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

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

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

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

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

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



## Organization and Project Information

**Project ID:** 19-1011.00  
**Des. ID:** 1702882  
**Project Title:** US 36 Bridge Replacement  
**Name of Organization:** Kaskaskia Engineering Group, LLC  
**Requested by:** Molly Barletta

## Environmental Assessment Report

### 1. Geological Hazards:

- Moderate liquefaction potential
- 1% Annual Chance Flood Hazard

### 2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

### 3. Active or abandoned mineral resources extraction sites:

- Abandoned Industrial Minerals Sand Gravel Pits

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

## DISCLAIMER:

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

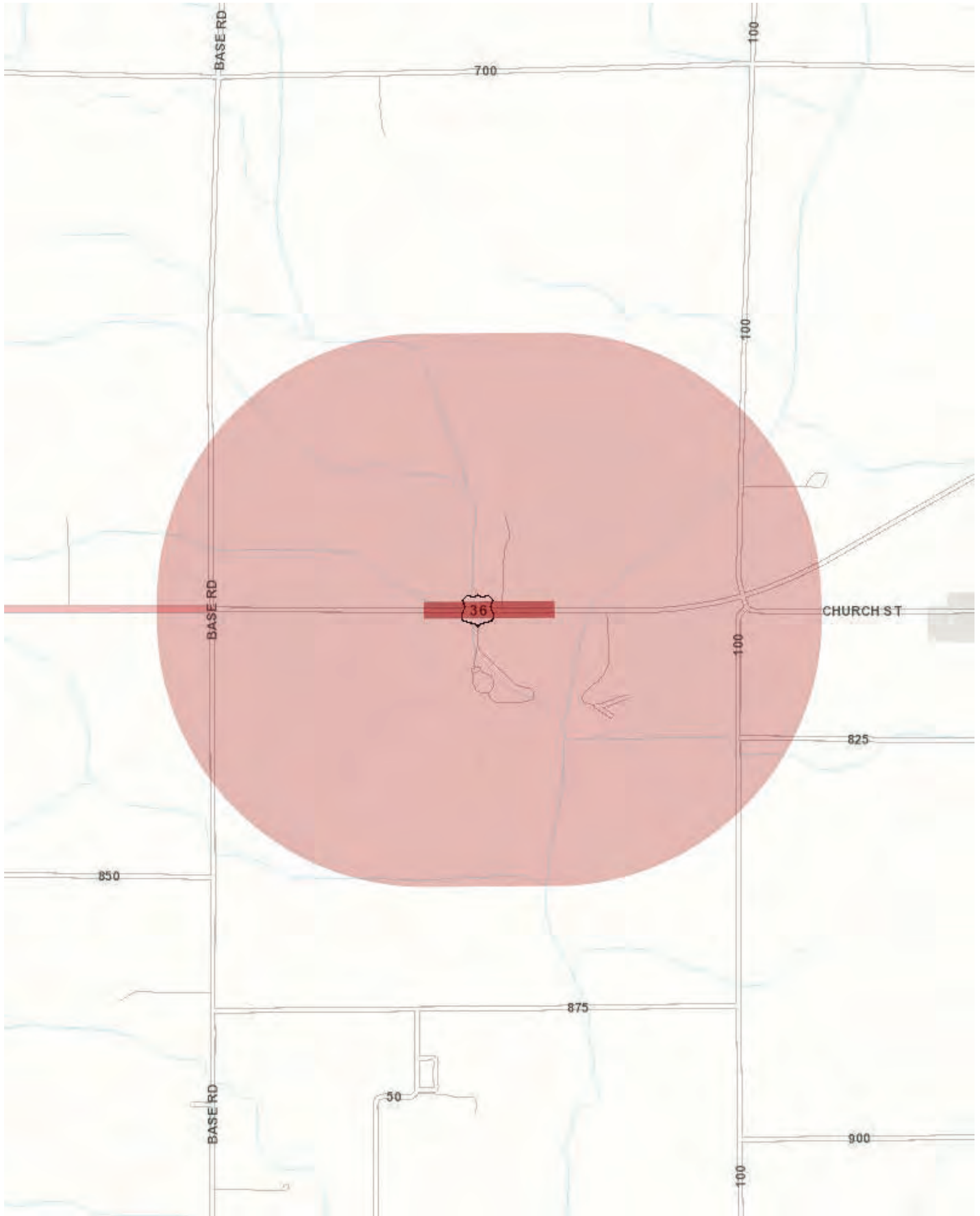
This information was furnished by Indiana Geological Survey

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

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: July 21, 2020



## Metadata:

- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Pits\\_Abandoned.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.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/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

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

Eric J. Holcomb  
Governor

Bruno Pigott  
Commissioner

August 6, 2020

66-33

Kaskaskia Engineering Group, LLC  
Attention: Molly Barletta  
208 East Main Street  
Belleville, Illinois 62220

Dear Molly Barletta,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1702882  
US 36, Bridge Replacement,  
Randolph County, Indiana

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

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

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

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

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

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

Sincerely,

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



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Indiana Department of Transportation  
Jeremy Greene  
32 South Broadway  
Greenfield , IN 46140

Kaskaskia Engineering Group, LLC  
Molly Barletta  
208 East Main Street  
Suite 100  
Belleville , IN 62220

July 21, 2020

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The current proposed project would replace the existing bridge (036-68-03477B) over Mud Creek with a cast in place 3-span continuous reinforced concrete slab bridge and includes construction of approach slabs, potential full depth pavement, shoulder reconstruction, and rip rap. This project is located on US 36, 1.59 miles west of US 27, in Randolph County, Franklin Township.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful

that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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



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

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

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

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

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

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

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

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



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

## AIR QUALITY

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

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

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

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

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

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

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

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>  
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

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

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

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## Signature(s) of the Applicant

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

### Project Description

The current proposed project would replace the existing bridge (036-68-03477B) over Mud Creek with a cast in place 3-span continuous reinforced concrete slab bridge and includes construction of approach slabs, potential full depth pavement, shoulder reconstruction, and rip rap. This project is located on US 36, 1.59 miles west of US 27, in Randolph County, Franklin Township.

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: 07/27/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent 

Jeremy Greene

Date: 07/21/20

Signature of the  
For Hire Consultant 

Molly Barletta

July 28, 2020

Molly Barletta  
Kaskaski Engineering Group, LLC  
323 Main Street, Suite E  
Evansville, Indiana 47708

Dear Ms. Barletta:

The proposed project to replace the bridge that carries US 36 over Mud Creek in Randolph County, Indiana (Des No. 1702882), as referred to in your letter received July 21, 2020, will not cause a conversion of prime farmland.

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

Sincerely,

**RICHARD** Digitally signed by  
RICHARD NEILSON  
**NEILSON** Date: 2020.07.28  
15:04:40 -04'00'

RICK NEILSON  
State Soil Scientist

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# RANDOLPH COUNTY SURVEYOR

**Edwin L Thornburg**

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**325 S Oak Street | Suite 206 | Winchester, Indiana 47394 | Phone: (765)-584-0609**  
edthornburg@randolph.in.gov

7/28/2020

Re: DES No:17202882, Bridge replacement over Mud Creek on US 36, 1.59 Miles west of US 27,  
Randolph County.  
KEG No. 19-1011.00

Molly Barletta, and others,

I received your information on the proposed bridge reconstruction on US 36.

Mud Creek, as you know it, is a Legal Drain known as The Elmer Edwards Legal Drain (65250).

Approximately 5000+ acres drain through the structure.

I look forward to this project as an improvement on our infrastructure. Feel free to contact us if needed.

Thank you

Edwin Thornburg RCS

# Appendix D:

## MPPA

## Minor Projects PA Project Assessment Form

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**Date:** 5/14/2021

**Project Designation Number:** 1702882

**Route Number:** US 36

**Project Description:** Bridge Project over Mud Creek; 1.59 miles west of SR 27

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the bridge located on US 36 in Washington Township, Randolph County, Indiana.

Des. No. 1702882 proposes replacement of the existing structure (Structure No. 036-68-03477B; NBI No. 011800) a three-span, continuous, poured-in-place, reinforced-concrete slab bridge that carries US 36 over Mud Creek, west of the Town of Lynn in Randolph County. The proposed state project is in the INDOT Greenfield District. The existing bridge has vertical abutments. Existing spans are 21 feet 0 inches, 28 feet 0 inches, and 21 feet 0 inches. Demolition of the existing structure includes the removal of the existing piers down to the pile cap, with excavation 1.5 feet below the bottom of the creekbed. In addition, the potential removal of the bridge footings will result in ground disturbance up to 4.5 feet below the bottom of the creek bed.

The new structure will be a three-span, continuous, reinforced-concrete slab bridge supported by 14-inch-diameter, steel shell piles. The spans will be 25 feet 0 inches, 34 feet 6 inches, and 25 feet 0 inches. The structure will not be skewed. The bridge clear roadway width is 35 feet 4 inches with an out-to-out coping width of 38 feet 4 inches. Because the proposed new bridge is longer than the existing structure, the creek banks will be reshaped accordingly. Eighteen-inch revetment riprap over geotextiles will be placed along the bridge spill slopes and cone area. A 2-foot-by-2-foot riprap key will be placed along the toe of the slope of the channel. The Randolph County Surveyor has requested the Mud Creek flow line be sumped an additional 1 foot under the new bridge structure.

The proposed new pavement (including the reconstructed shoulders) is expected to be excavated to a depth of 14 inches. Because the proposed shoulders are approximately 2 feet wider than the existing shoulders, the side slopes will need to be reconstructed. Benching will be required due to the 2:1 rise along the side slopes. The existing ditch along the north side of the road and bridge will be reconstructed in-kind, however, contractors may undercut the toe of the ditch slope and backfill it with 12 inches of borrow fill, as recommended in geotechnical reports. Riprap will be installed along the reconstructed ditch as it approaches the creek.

The project will require the acquisition of 0.93 acre of new permanent right-of-way, 0.14 acre of temporary right-of-way, and 0.6 acre of reacquired right-of-way (the existing street surface).

**Feature crossed (if applicable):** Mud Creek

**City/Township:** Washington Township

**County:** Randolph County

**Information reviewed (please check all that apply):**

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

**Other (please specify):** Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM); County GIS data (accessed via <https://randolphin.wthgis.com/>); Bridge Inspection Application System (BIAS); 2010 INDOT-sponsored *Historic Bridge Inventory* (HBI); project information provided by Michael Baker International, Inc., dated 2/5/2021 on file at INDOT-CRO.

Korzeniewski, Patricia Jo

2021 An Archaeological Records Check and Phase 1a Field Reconnaissance Report: US 36 Bridge Replacement over Mud Creek, 1.59 miles west of US 27 in Lynn, Washington Township, Randolph County, Indiana (Des No. 1702882)

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

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

**Condition A (Archaeological Resources)**

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

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

**Condition B (Above-Ground Resources)**

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

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

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

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



## **Additional comments:**

### **Above-ground Resources**

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

The *Randolph County Interim Report* (1997; Washington Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. No surveyed IHSSI resources are recorded within 0.25 mile of the project.

Land surrounding the project area is rural/agricultural with scattered farms/farm residences; typology is generally flat. Investigation of available street-view imagery and county property records shows that one (1) resource that is or will be 50 years of age by the proposed 2022 project letting is within 0.25 mile of the project location. The property, 502 E. US 36, includes a c.-1898 t-plan construction that appears to have been extensively altered. It was not included in the 1996 IHSSI survey and would not merit an IHSSI rating of 'contributing' in 2021. No other above-ground resources that are or will be 50 years of age were recorded within 0.25 mile of the project location.

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

BIAS records show that the subject structure (Bridge No. 036-68-03477B; NBI No. 11800) is a continuous concrete slab bridge constructed in 1941 and reconstructed in 1982. The 2009 INDOT-sponsored *Historic Bridge Inventory* determined that this bridge is not eligible for listing in the National Register (Volume 2, Section 2, page 909).

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

### **Archaeological Resources**

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 conducted an archaeological records check and Phase Ia reconnaissance survey of the project area (Korzeniewski 2021). A review of SHAARD and SHAARD GIS indicated that no sites have been recorded within or adjacent to the survey area and that the project area has not been previously investigated. A 3.4 acre survey area was examined through the excavation of shovel probes, pedestrian survey of agriculture fields, and visual inspection of disturbed areas.

The archaeological reconnaissance identified the presence of two archaeological sites; 12R0678 that consisted of a small historic scatter that dates from the nineteenth century into the 20th century, and 12R0679, a small prehistoric scatter that appears to fall within the Mid – Late Archaic Period based on

one diagnostic projectile point. Due to the limited amount of material recovered from the sites, as well as negative shovel tests, it is believed that there is a low potential for intact subsurface features within the currently defined site boundaries. Sites 2R0678 and 12R0679 lack the potential to yield further important information beyond that recovered during the Phase Ia investigations. Therefore, neither site is recommended as eligible for inclusion to the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No further investigations appear warranted at either of the sites and project clearance is recommended. The proposed project should be allowed to proceed as planned. Therefore, there are no archaeological concerns.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, construction within 100 ft of the find will be stopped and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

**INDOT Cultural Resources staff reviewer(s):** Susan Branigin and Patricia Jo Korzeniewski

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

**An Archaeological Records Check and Phase 1a Field Reconnaissance Report:  
US 36 Bridge Replacement over Mud Creek, 1.59 miles west of US 27 in Lynn, Washington  
Township, Randolph County, Indiana (Des No. 1702882)**

**Patricia Jo Korzeniewski  
Principal Investigator**

*Patricia Jo Korzeniewski*

May 14, 2021

**Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation**

**100 North Senate Avenue  
Indianapolis, Indiana 46204  
(317) 416-4377**



**Prepared for:**

**Indiana Department of Transportation, Greenfield District**

**32 South Broadway**

**Greenfield, Indiana 46140**

**(317) 467-3982**

## MANAGEMENT SUMMARY

In response to a request from the Indiana Department of Transportation, Greenfield District, and on behalf of Michael Baker International, an archaeological record check and Phase Ia field reconnaissance for a bridge replacement carrying US 36 over Mud Creek, 1.59 miles West of US 27 in Lynn, Washington Township, Randolph County, Indiana (INDOT Des. No. 1702882).

The objective of this archaeological investigation was to locate, record, and assess all archaeological historic and prehistoric resources within the survey area pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as stipulated by 36 CFR Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (National Register of Historic Places [NRHP]) of the NHPA and IC 14-21-1-9 (Indiana Register of Historic Sites and Structures [IRHSS]). The archaeological investigation was performed under the supervision of personnel from the Indiana Department of Transportation, Cultural Resources Office (INDOT, CRO) who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61. Two archaeological sites (12R0678 & 12R0679) were identified during the course of the Phase Ia field reconnaissance.

The archaeological records check for this project was conducted by Patricia Jo Korzeniewski beginning on February 19, 2021. No archaeological sites have been recorded within a 1-mile radius of the survey area and none have been recorded within the proposed survey limits. The proposed survey area has not been subject to a previous archaeological reconnaissance. No recorded cemeteries are within 30 m (100 ft.) of the project corridor.

David Moffatt and Patricia Korzeniewski of INDOT, CRO conducted a Phase Ia field reconnaissance survey area on April 26, 2021. The survey area was subject to pedestrian survey, visual inspection of disturbed areas and shovel testing in accordance with IDNR, DHPA (2019) Indiana Archaeological Guidelines and the INDOT Indiana Cultural Resources Manual (2019). The archaeological reconnaissance identified the presence of two archaeological sites (12R0678) that consisted of a small historic scatter that dates from the 19th century into the 20th century, and (12R0679) a small prehistoric scatter that appears to fall within the Mid-Late Archaic Period based on one diagnostic projectile point (resharpened Brewerton Corner Notched).

Due to the limited amount of material recovered from the sites, as well as negative shovel tests, it is believed that there is a low potential for intact subsurface features within the currently defined site boundaries of each site. Sites (12R0678 & 12R0679) lack the potential to yield further important information beyond that recovered during the Phase Ia investigations. Therefore, neither site is recommended eligible for inclusion to the NRHP or IRHSS. No further investigations appear warranted at either site and project clearance is recommended. The proposed project should be allowed to proceed as planned. In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all construction activities must cease within 100 ft of the discovery and INDOT, CRO must be notified.



**From:** [Korzeniewski, Patricia J](#)  
**To:** [Jack, Laura](#)  
**Cc:** [Korzeniewski, Patricia J](#); [Miller, Shaun \(INDOT\)](#)  
**Subject:** RE: EXTERNAL: RE: DesNo\_1702882\_US36\_Mud Creek Bridge Replacement\_MPPA Project Update  
**Date:** Wednesday, June 2, 2021 7:58:43 AM

---

Good morning Laura,

Thank you for contacting us with the updated project change for Des 1702882. I have discussed the project change with Shaun Miller and we have decided that no further archaeological investigation is needed at this time. It appears from the GIS that the new 0.24 acres of permanent and temporary right of way is within the previously sampled survey area.

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

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

---

**From:** Jack, Laura <Laura.Jack@mbakerintl.com>  
**Sent:** Tuesday, June 1, 2021 6:25 PM  
**To:** Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>  
**Subject:** RE: EXTERNAL: RE: DesNo\_1702882\_US36\_Mud Creek Bridge Replacement\_MPPA Part I

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

---

Hi,

I am attaching a shapefile that shows the different ROW areas for the project (permanent and temporary). Please let me know if you have any questions.

Thanks,

**Laura Jack** | Environmental Scientist  
200 West Adams St., Suite 1800 | Chicago, IL 60606 | [O] 312-575-3902  
[laura.jack@mbakerintl.com](mailto:laura.jack@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)

# Appendix E:

## Red Flag Investigation



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

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

Date: May 11, 2020

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

From: Molly Barletta  
Kaskaskia Engineering Group, LLC  
323 Main Street, Suite E  
Evansville, IN 47708  
MBarletta@kaskaskiaeng.com

Re: RED FLAG INVESTIGATION  
DES # 1702882, State Project  
Bridge Replacement  
US 36, 1.59 Miles West of US 27  
Randolph County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The proposed state project is located on US 36, 1.59 miles west of US 27, in the Indiana Department of Transportation (INDOT) Greenfield District. The location is Randolph County, Franklin Township, Lynn Quadrangle. The proposed work includes replacing the US 36 bridge over Mud Creek (036-68-03477B). The existing structure over Mud Creek is a three span concrete slab cast-in-place bridge on vertical abutments. The existing structure is to be removed and replaced with a new three span continuous prestressed spread box beam superstructure and include construction for approach slabs, new guardrail and end treatments, shoulder reconstruction, ditch regrading, and the installation of riprap.

Bridge and/or Culvert Project: Yes  No  Structure # 036-68-03477B

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 0.14 Permanent  # Acres \_\_, Not Applicable

Type of excavation: Excavation is anticipated to be approximately 6'-0" below flowline at the piers.

Maintenance of traffic: A full closure with official state detour which consists of SR 1, SR 32, and US 27.

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

State Project:  LPA:

Any other factors influencing recommendations: The project will require the acquisition of 1.04 acres of reacquired right-of-way.

## INFRASTRUCTURE TABLE AND SUMMARY

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports <sup>1</sup>	N/A	Pipelines	2
Cemeteries	N/A	Railroads	N/A
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

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

Explanation:

**Pipelines:** Two pipelines are located within the 0.5 mile search radius. The nearest pipeline, associated with BP Oil, Inc., is located approximately 0.08 mile northwest of the project area. No impact is expected.

## WATER RESOURCES TABLE AND SUMMARY

<b>Water Resources</b>			
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	2	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	7
Canal Structures – Historic	N/A	Lakes	6
NPS NRI Listed	N/A	Floodplain - DFIRM	1
NWI-Lines	9	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	9	Sinkhole Areas	N/A
Rivers and Streams	14	Sinking-Stream Basins	N/A

Explanation:

**NWI-Points:** Two (2) NWI-Points are located within the 0.5 mile search radius. The nearest NWI-Points is located approximately 0.14 mile southeast of the project area. No impact is expected.

**NWI-Lines:** Nine (9) NWI-Lines are located within the 0.5 mile search radius. One (1) NWI-Line is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

**IDEM 303d Listed Streams and Lakes (Impaired):** Nine (9) 303d Listed Streams segments are located within the 0.5 mile search radius. Mud Creek is located within the project area. Mud Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

**Rivers and Streams:** Fourteen (14) river and stream segments are located within the 0.5 mile search radius. Three (3) river and stream segments are located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.



**NWI-Wetlands:** Seven (7) wetlands are located within the 0.5 mile search radius. The nearest wetland is adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

**Lakes:** Six (6) lakes are located within the 0.5 mile search radius. The nearest lake is located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

**Floodplains:** One (1) floodplain polygon is located within the 0.5 mile search radius. The nearest floodplain polygon is located approximately 0.26 mile south of the project area. No impact is expected.

**URBANIZED AREA BOUNDARY SUMMARY**

Explanation: The project area is not located within an Urbanized Area Boundary.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
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	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>N/A</b>	Mines – Underground	<b>N/A</b>

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

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

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

Explanation: No hazardous materials concerns were identified within the 0.5 mile search radius

## ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by farm fields. The May 14, 2019 inspection report for Bridge #036-68-03477B states that no evidence of bats was seen or heard under the bridge. 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."

### ***Rusty Patched Bumble Bee:***

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

## RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

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

- One (1) NWI-line segment is located within the project area.
- One (1) impaired stream, Mud Creek, flows through the project area.
- Three (3) river and stream segments, associated with Mud Creek, are located within the project area.
- One (1) NWI-wetland is located adjacent to the project area.
- One (1) lake is located adjacent to the project area.

Mud Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

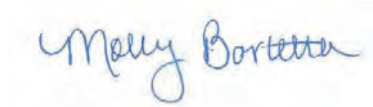
INDOT Environmental Services concurrence:

Nicole Fohey  
Breting

Digitally signed by  
Nicole Fohey-Breting  
Date: 2020.05.12  
19:50:29 -04'00'

(Signature)

Prepared by:



Molly Barletta  
Project Manager  
Kaskaskia Engineering Group, LLC

**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

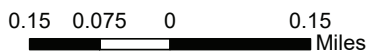
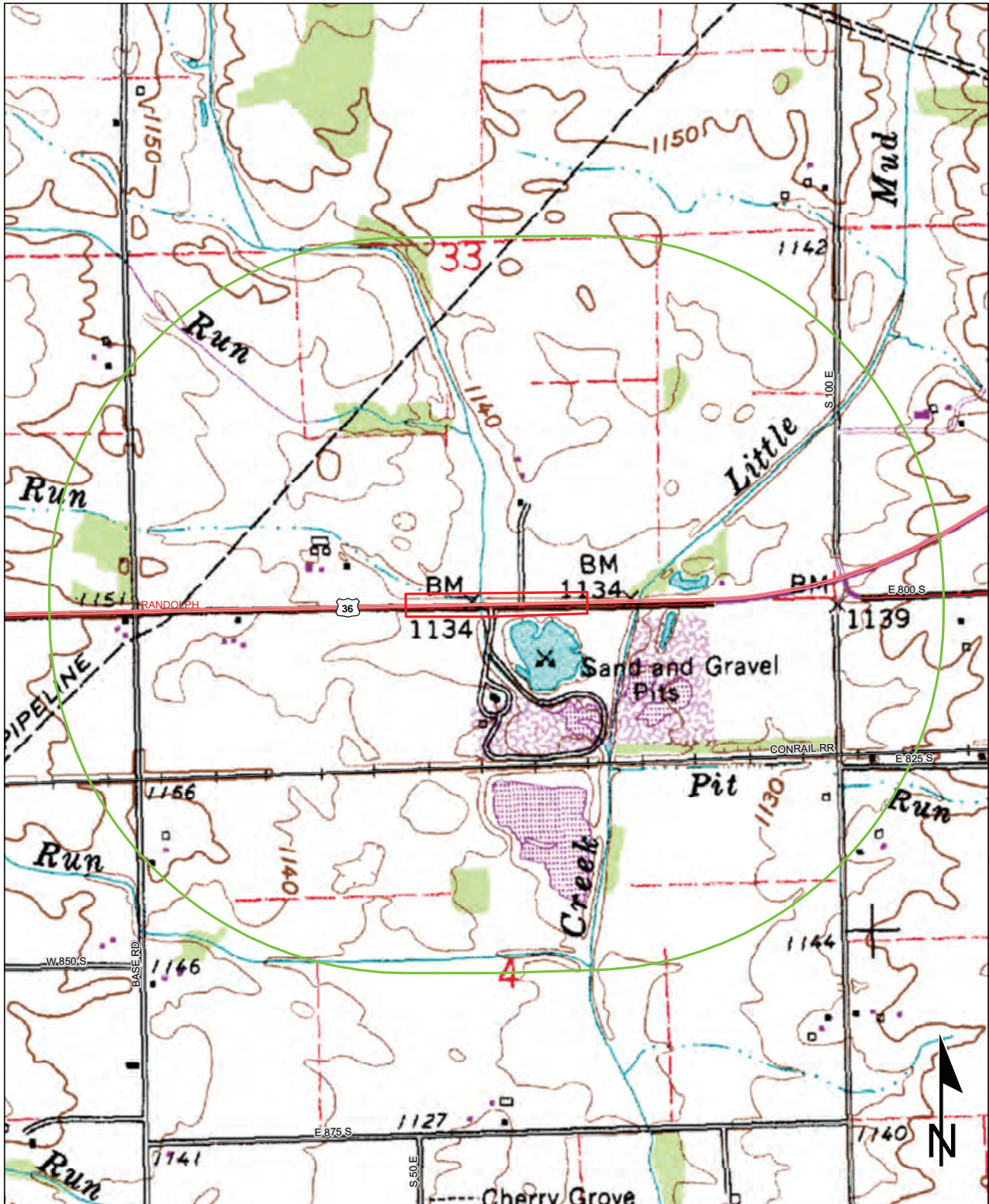
WATER RESOURCES: YES

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location  
 US 36, 1.59 Miles West of US 27  
 Des. No. 1702882, Bridge Project  
 Randolph 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](http://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.

LYNN QUADRANGLE  
 INDIANA  
 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)



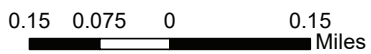
Red Flag Investigation - Infrastructure  
 US 36, 1.59 Miles West of US 27  
 Des. No. 1702882, Bridge Project  
 Randolph County, Indiana



State of 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](http://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		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road



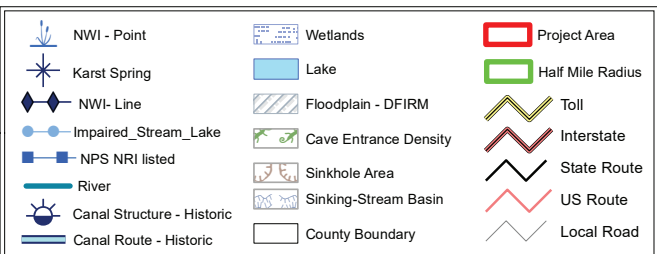
Red Flag Investigation - Water Resources  
 US 36, 1.59 Miles West of US 27  
 Des. No. 1702882, Bridge Project  
 Randolph County, Indiana



State of Indiana

Sources: 0.15 0.075 0 0.15 Miles  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://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.

Des. No. 1702882



Indiana County Endangered, Threatened and Rare Species List

County: Randolph

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
ÄÄ !"#%&\$('\$) * \$)\$	Northern Riffleshell	LE	SE	G2	S1
+\$&Ä% # %',%- !# \$	Wavyrayed Lampmussel		SSC	G5	S3
#/0 (!' / & \$' - # \$1\$	Clubshell	LE	SE	G1G2	S1
.23-4!"(\$)-40%!',%- !#\$( %	Kidneyshell		SSC	G4G5	S2
5!6!#%&\$#\$ 1 70%	Purple Lilliput	C	SSC	G3Q	S2
8 ##%\$, "\$ \$ # %	Rayed Bean	LE	SE	G2	S1
8 ##!%\$# /)!%\$	Little Spectaclecase		SSC	G5	S3
<b>Insect: Odonata (Dragonflies &amp; Damselflies)</b>					
Ä)\$##&\$&'7 1\$* \$)%	Turquoise Bluet		SR	G5	S3
<b>Reptile</b>					
9#!)Ä4 %': (2#)\$7	Kirtland's Snake		SE	G2	S2
<b>Bird</b>					
9 %2!24!(0%'Ä#2/) % %	Sedge Wren		SE	G5	S3B
;\$# \$//20%#0-!-Ä4\$#0%	Bald Eagle		SSC	G5	S2
+\$) 0%#07! 1 - \$) 0%	Loggerhead Shrike		SE	G4	S3B
532!\$#" \$	Barn Owl		SE	G5	S2
<b>Mammal</b>					
+\$% 0(0%""!(/\$# %	Eastern Red Bat		SSC	G3G4	S4
<3 !2 %%'Ä2/)2( !)\$# %	Northern Long Eared Bat	LT	SE	G1G2	S2S3
<3 !2 %%'17\$# %	Indiana Bat	LE	SE	G2	S1
5\$6 7/\$'2\$60%	American Badger		SSC	G5	S2
<b>Vascular Plant</b>					
9\$(/6' * (\$1 7\$	Heavy Sedge		SE	G5	S1
93Ä( Ä/7 0&'-\$)7 70&	Small White Lady's-slipper		SR	G4	S3
93Ä( Ä/7 0&'Ä\$(1 ,#!(0&'1\$=(='&\$:\$%)	Small Yellow Lady's-slipper		SR	G5T4T5	S3
< /#)\$24 0&'1 (* ) -0&	Virginia Bunchflower		SE	G5	S1
</ #-\$') 2/ ) %	Three-flower Melic Grass		SE	G5	S1
.\$)\$6'>0 )>0/,!# 0%	American Ginseng		WL	G3G4	S3
? 07"/-: \$' ,0# 7\$'1\$=(,0# 7\$	Orange Coneflower		WL	G5T4?	S3
5( \$)24\$* #02 )!%\$	False Asphodel		ST	G5	S2
5( * #1-4 )'Ä\$#0%2( %	Marsh Arrow-grass		ST	G5	S2
8 "0 ( ) 0&'& ! ##	Softleaf Arrow-wood		SR	G5	S3
<b>High Quality Natural Community</b>					
@!(/%)2'A',#\$2B!!7%'-/)2(\$#2 ##'Ä#\$ )	Central Till Plain Flatwoods		SG	G3	S2
C/2#\$)7'A',/)	Fen		SG	G3	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

# Appendix F:

## Water Resources

**\*Photo Directional Maps and Photos found in Appendix B1**

**WATERS OF THE U.S.  
DETERMINATION REPORT**

**US 36 over Mud Creek, Bridge Replacement  
Randolph County, Indiana**

**INDOT Des. No. 1702882**

*Authored By:*

**Krista Bollmann  
and Virginia Flynn, PWS  
Kaskaskia Engineering Group, LLC  
208 East Main Street, Suite 100  
Belleville, Illinois 62220  
618-233-5877**

*Prepared for:*

**Michael Baker International  
3815 River Crossing Parkway, Suite 20  
Indianapolis, Indiana 46240**

**Report Date: August 10, 2020**

**Revised: July 21, 2021**





# WATERS OF THE U.S. DETERMINATION REPORT

**US 36, Bridge Replacement  
Randolph County, Indiana  
Des. No. 1702882**

## 1.0 PROJECT INFORMATION

### ***Date of Waters Field Investigation:***

July 7, 2020

### ***Project Location:***

Lynn, Indiana Quadrangle  
Section 4, Township 18 N, Range 14 E  
Section 33, Township 19 N, Range 14 E  
40.04857 N, -84.96846 W  
Washington Township  
Randolph County, Indiana

### ***Project Description:***

The proposed state project is located 1.59 miles west of US 27 on US 36, west of Lynn, Indiana in the Indiana Department of Transportation (INDOT) Greenfield District. The current proposed project includes replacing the existing three-span continuous reinforced concrete slab bridge (Structure No. 036-68-03477B; NBI No. 011800) and installing riprap for scour protection under the bridge.

## 2.0 OFFICE EVALUATION

### ***Methodology:***

A desktop review of the project area was conducted to identify areas likely to contain potential wetlands and Waters of the U.S. (streams, wetlands, ponds, etc.). This included a review of historic and recent aerial photography, National Wetland Inventory (NWI) mapping, United States Geological Survey (USGS) topographic maps (7.5'), and National Hydrography Dataset (NHD) mapping, which is a GIS-based database that interconnects and uniquely identifies the stream segments or reaches that make up the nation's surface water drainage system. The United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey was used to review the mapped soil units in the project area.

### ***Results:***

#### **NWI Mapping**

The NWI map was reviewed for the presence of potential wetlands in, or adjacent to, the investigated area (Figure 2). Two wetlands, classified as riverine (R2UBHx and R4SBC), are located within the investigated area. One is associated with Mud Creek, the other with an unnamed drainage feature in the northwestern quadrant of the project area. One other wetland (PUBGx), is located approximately 0.01 mile southeast of the investigated area, associated with a lake.

#### **USGS Mapping**

The USGS Lynn, Indiana 7.5 minute topographic quadrangle map indicates a perennial blue-line stream within the investigated area (Mud Creek). Additionally, a dashed blue-line stream, associated with the drainage feature in the northwestern quadrant (UNT to Mud Creek), is within



the investigated area. (Figures 3a and 3b).

#### Mapped Soil Units

According to the Web Soil Survey geographic database for Randolph County, Indiana (USDA-NRCS 2020), the investigated area contains three map units (Figure 4, Table 1). Patton silty clay loam and Sloan silt loam are considered hydric, while Udorthents are considered non-hydric.

**Table 1 - Soil Units within the Investigated Area**

Soil Unit Symbol	Soil Unit Name	Hydric Rating
Pn	Patton silty clay loam, 0 to 2 percent slopes	Hydric (94%)
So	Sloan silt loam, 0 to 2 percent slopes, frequently flooded	Hydric (90%)
Ud	Udorthents, loamy	Not Hydric (0%)

#### Hydrology

Mud Creek has an upstream drainage area of 7.7 square miles (USGS StreamStats). It is within USGS 12-Digit Hydrological Unit Code 050800030201. Mud Creek outfalls into Little Mud Creek approximately 0.25 miles southeast of the investigated area. Little Mud Creek drains into Greens Fork approximately 2.1 miles south of the investigated area.

According to the USGS NHD map (Figure 5), three flowlines are located in the investigated area. One flows south under US 36, representing Mud Creek. One flows east into Mud Creek, within the northwestern quadrant of the investigated area (UNT to Mud Creek). A portion of another flowline is shown in an agricultural field along the edge of the investigated area within the southwest quadrant.

According to the Indiana Department of Natural Resources (IDNR) Best Available Floodplain Layer, there are floodplains located within the investigated area (Figure 6).

This project does not lie within the karst region of Indiana. A review of IndianaMAP data (<https://www.indianamap.org/>) did not indicate karst features within 0.5 mile of the investigated area.

### **3.0 FIELD RECONNAISSANCE**

#### ***Methodology:***

A field visit was conducted by Molly Barletta and Krista Bollmann on July 7, 2020 to survey and document water resources within the project area. The investigated area was approximately 250 feet wide by 1,075 feet long.

Streams were assessed for jurisdictional disposition Ordinary High Water Mark (OHWM) and relative quality. The OHWM measurements were taken by hand at the widest non-scour hole location, outside of the influence of the structure.

The investigated area was surveyed for the presence of vegetation, soil, or hydrological indicators that would signify a potential for wetlands to be present according to the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)*.

All roadside ditches within the investigated area were also evaluated for consideration as jurisdictional or non-jurisdictional aquatic resources.

The structure was investigated for the presence of migratory bird nests and evidence of bats during the July 7, 2020 visit and no bird nests were noted. Additionally, during a July 2020 INDOT bridge inspection, birds and/or nests were not visible.

Water resources are summarized in Table 2. A water resource map showing all identified features within the investigated areas are located in Figure 7. Photographs and a photo direction map are included after the figures.

### ***Results:***

Two likely jurisdictional streams were identified within the investigated area. No wetlands were found.

### **Streams:**

#### **Mud Creek**

Mud Creek would likely be classified as a perennial stream because it appears to have base flow and instream structure. It is represented by a solid blue-line on the USGS topographic maps. It flows north to south under the bridge that carries US 36. The stream is surrounded by agricultural fields/pastures and maintained turf grass. The dominant substrate in the stream was gravel, sand, and silt. Riffles and pools were present. Measurements were taken upstream and downstream. An OHWM was observed that was approximately 22 feet wide downstream and 23 feet wide upstream and 12 inches deep downstream and 9 inches deep upstream. It was defined by a clear, natural line impressed on bank, vegetation matted down, bent, or absent, scour and deposition. It had an average of 40 to 70 percent cover from overhanging vegetation. Several gravel bars with vegetation were present below the OHWM on both the north and south sides of the bridge. These were considered instream wetland features (Photos 1, 5, 6, 7, 11, 12, and 34-36). These areas were dominated by *Phalaris arundinacea* (reed canary grass) (FACW). The dominant vegetation along the banks of Mud Creek consisted of *Acer negundo* (boxelder maple) (FAC), *Populus deltoides* (eastern cottonwood) (FAC), *Morus alba* (white mulberry) (FAC), *Ambrosia trifida* (giant ragweed) (FAC), *Glechoma hederacea* (creeping Charlie) (FACU), *Elymus virginicus* (Virginia wild rye) (FACW), and reed canary grass.

Due to instream structure and some channeling, this stream is of average quality. Mud Creek has a defined bed and bank, an OHWM, and drains into Greens Fork, which drains into Whitewater River, and then eventually into the Ohio River, a traditionally navigable waterway. Mud Creek is likely a Waters of the U.S. (WOUS).

#### **Unnamed Tributary to Mud Creek**

Unnamed Tributary (UNT) to Mud Creek would likely be classified as an intermittent stream that flows during certain times of the year when upstream waters and groundwater provides enough water. It is represented by a dashed blue-line on the USGS topographic maps. It flows west to east in the northwest quadrant of the investigated area. The stream is surrounded by a roadway sideslope and agricultural fields. The dominant substrate in the stream was gravel, silt, and sand. Pools were present, but no riffles. An OHWM was observed that was approximately 5 feet wide and 18 inches deep. It was defined by a clear, natural line impressed on bank, presence of wrack lines, and vegetation matted down, bent, or absent. It had an average of 90 percent cover from overhanging vegetation. The dominant vegetation within the stream consisted of reed canary

grass. The dominant vegetation along the stream banks consisted of *Persicaria maculosa* (lady's thumb) (FACW), *Brassica juncea* (Chinese mustard) (UPL), giant ragweed, boxelder maple, and reed canary grass.

This stream is of poor quality due to channelization and a lack of instream structure. UNT to Mud Creek has a defined bed and bank, an OHWM, and drains into Mud Creek, which eventually drains into the Ohio River, a traditionally navigable waterway. UNT to Mud Creek is likely a Waters of the U.S. (WOUS).

Wetlands:

No indicators of hydric soil, dominant wetland vegetation, or hydrological indicators were found within the remainder of the investigated area that would signify the presence of wetlands. Dominant plant species within the remainder of the investigated area consisted of giant ragweed (FAC), reed canary grass (FACW), *Asclepias syriaca* (common milkweed) (FACU), *Conium maculatum* (poison hemlock) (FACW), and planted roadside grasses.

Roadside Ditches:

No roadside ditches were identified within the investigated area.

#### **4.0 CONCLUSIONS**

Field observations revealed the presence of two likely jurisdictional streams that have the potential to be impacted by the proposed project (Mud Creek and UNT to Mud Creek). Every effort should be taken to avoid and minimize impacts to wetlands and waterways. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers (USACE). This report is our best judgment based on the guidelines set forth by the USACE.

#### **5.0 ACKNOWLEDGEMENT**

This waters determination 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.

Respectfully,

**Kaskaskia Engineering Group, LLC**



Environmental Scientist II  
Kaskaskia Engineering Group, LLC

**Table 2 - Stream Summary Table  
 US 36 over Mud Creek, Bridge Replacement  
 Randolph County, Indiana - INDOT Des. No. 1702882**

ID	Coordinates (Decimal Degrees)		USGS Blue-Line (Y/N)	Stream Type	Riffle s/ Pools (Y/N)	Substrate	OHWM Width (ft.)	OHWM Depth (in.)	Stream Relative Quality	Estimated Amount of Aquatic Resources within Investigated Area (acres / linear feet)	Photograph Numbers	Likely Water of the U.S.?
	Latitude	Longitude										
Mud Creek	40.048336	-84.968453	Yes	Perennial	Yes	Gravel, Sand, Silt	23	12	Average	0.13 ac. / 250 lf	1-12, 25, 33-36	Yes
UNT to Mud Creek	40.048693	-84.968868	Yes	Intermittent	No	Gravel, Sand, Silt	5	18	Poor	0.053 ac. / 460 lf	13-20, 25, 28, 33	Yes

## 6.0 REFERENCES

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Environmental Laboratory. 1987. *U.S. Army Corps of Engineers Wetlands Delineation Manual*. U.S. Army Engineer Waterways Experiment Station, Vicksburg, Miss. Technical Report Y-87-1. 207 p.

ESRI. 2020. ArcGIS, version 10.6.1. Environmental Systems Research Institute, Redlands, CA, USA.

IndianaMAP. 2020. Indiana Geological Survey. Available online at <http://www.indianamap.org/index.php> [Accessed July 2020].

Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm> [Accessed July 2020].

U.S. Army Corps of Engineers. 2018. National Wetland Plant List, ([http://wetland-plants.usace.army.mil/nwpl\\_static/v34/species/species.html?DET=001100#](http://wetland-plants.usace.army.mil/nwpl_static/v34/species/species.html?DET=001100#)). U.S. Army Corps of Engineers, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH.

U.S. Army Corps of Engineers. 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), ed. J.S. Wakely, R.W. Lichvar, and C.V. Noble. ERDC/EL TR-10-16. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

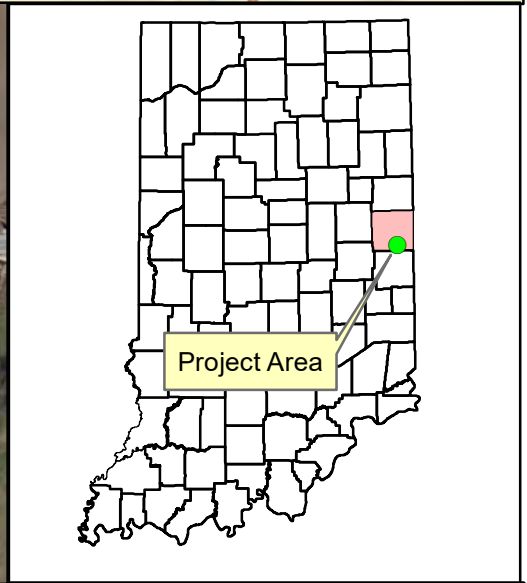
U.S. Department of Agriculture, Natural Resources Conservation Service. 2010. *Field indicators of hydric soils in the United States. Version 7*. L.M. Vasilas, G.W. Hunt, and C.V. Noble, eds. USDA, NRCS, in cooperation with the National Technical Committee for Hydric Soils.

U.S. Fish and Wildlife Service. 2020. Wetlands Mapper, online at <http://www.fws.gov/wetlands/Data/Mapper.html>. [Accessed July 2020].

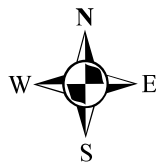
U.S. Geological Survey (USGS), 2020. The National Map. Hydrography Local Resolution Flowline, USGS NHD View (V 1.0). <https://www.usgs.gov/core-science-systems/ngp/tnm-delivery/>. [Accessed July 2020].

USGS StreamStats. 2020. Online at <http://water.usgs.gov/osw/streamstats/indiana.html>. [Accessed July 2020].

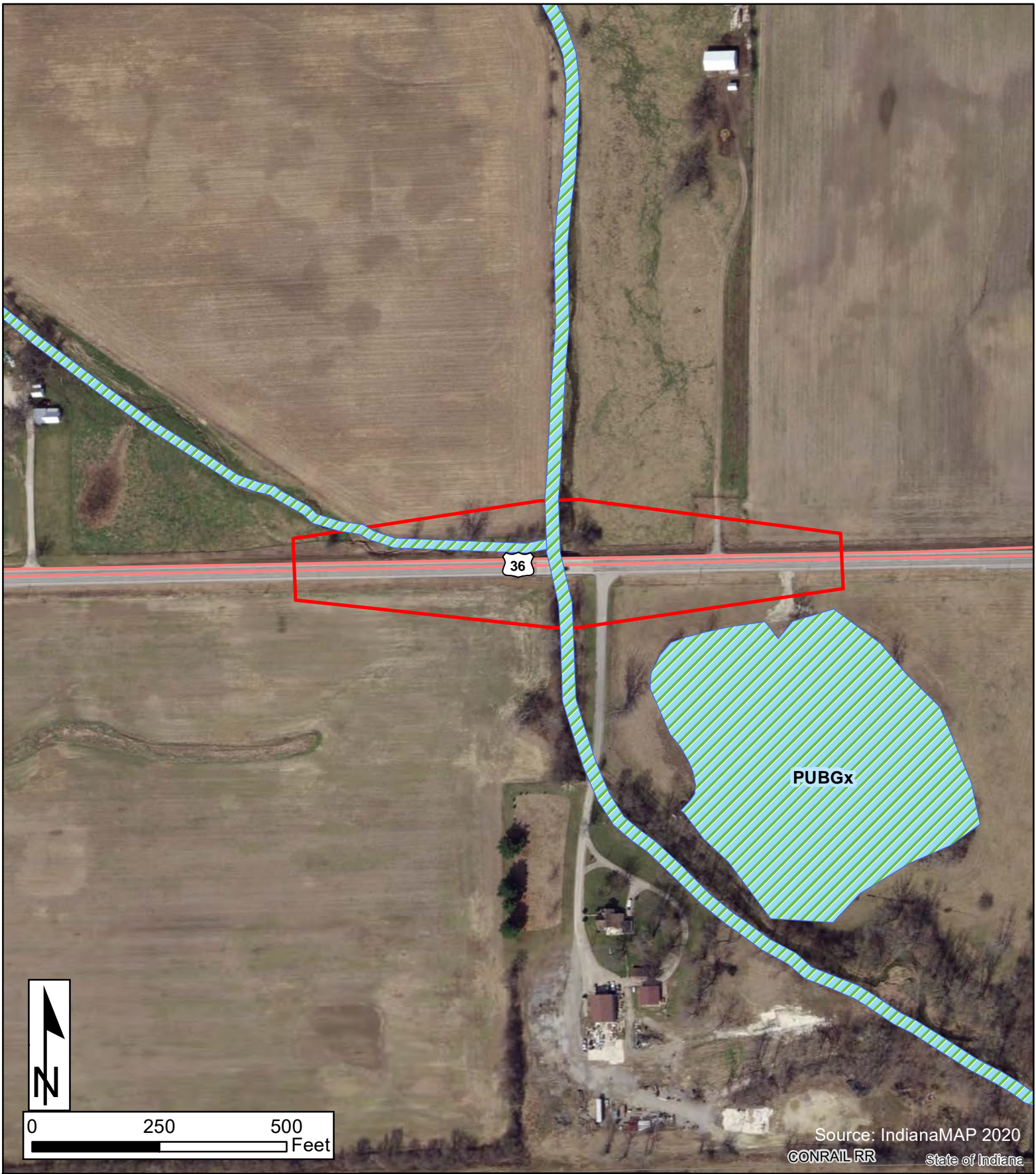






**Figure 1**  
**Location Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**



Created 7/16/20



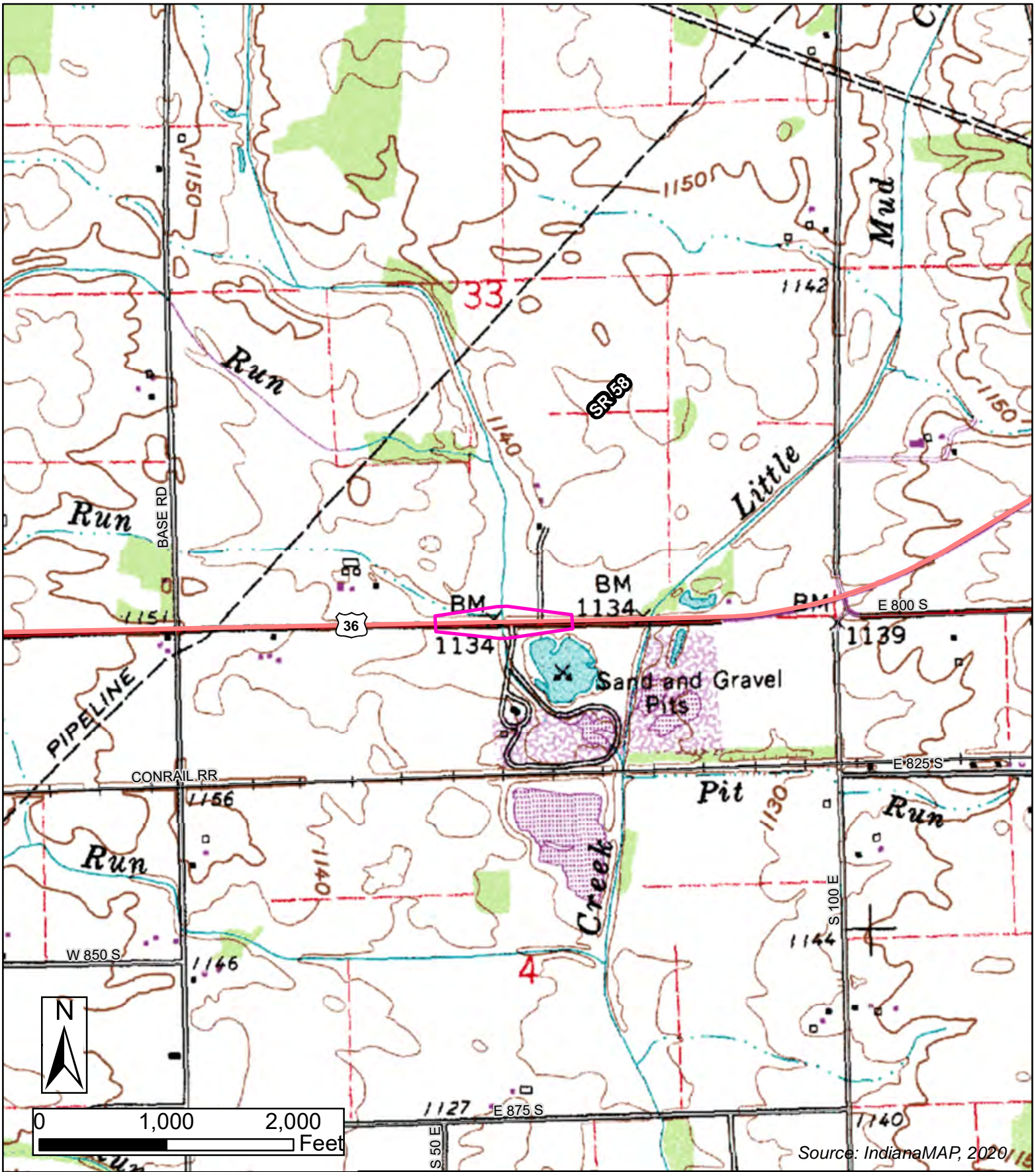
**Figure 2**  
**National Wetland Inventory Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

-  IN NWI Wetlands
-  Investigated Area



Created: 7/16/2020





Source: IndianaMAP, 2020

**Figure 3a**  
**USGS 7.5' Quad Map**  
**Lynn Quad**  
**US 36 Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

 Investigated Area



Created 7/22/2020





**Figure 3b**  
**USGS 7.5' Quad Map**  
**Lynn Quad**  
**US 36 Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

 Investigated Area



Created 7/22/2020



Soil Unit Symbol	Soil Unit Name	Hydric Rating
Pn	Patton silty clay loam, 0 to 2 percent slopes	Hydric (94%)
So	Sloan silt loam, 0 to 2 percent slopes, frequently flooded	Hydric (90%)
Ud	Udorthents, loamy	Not Hydric (0%)



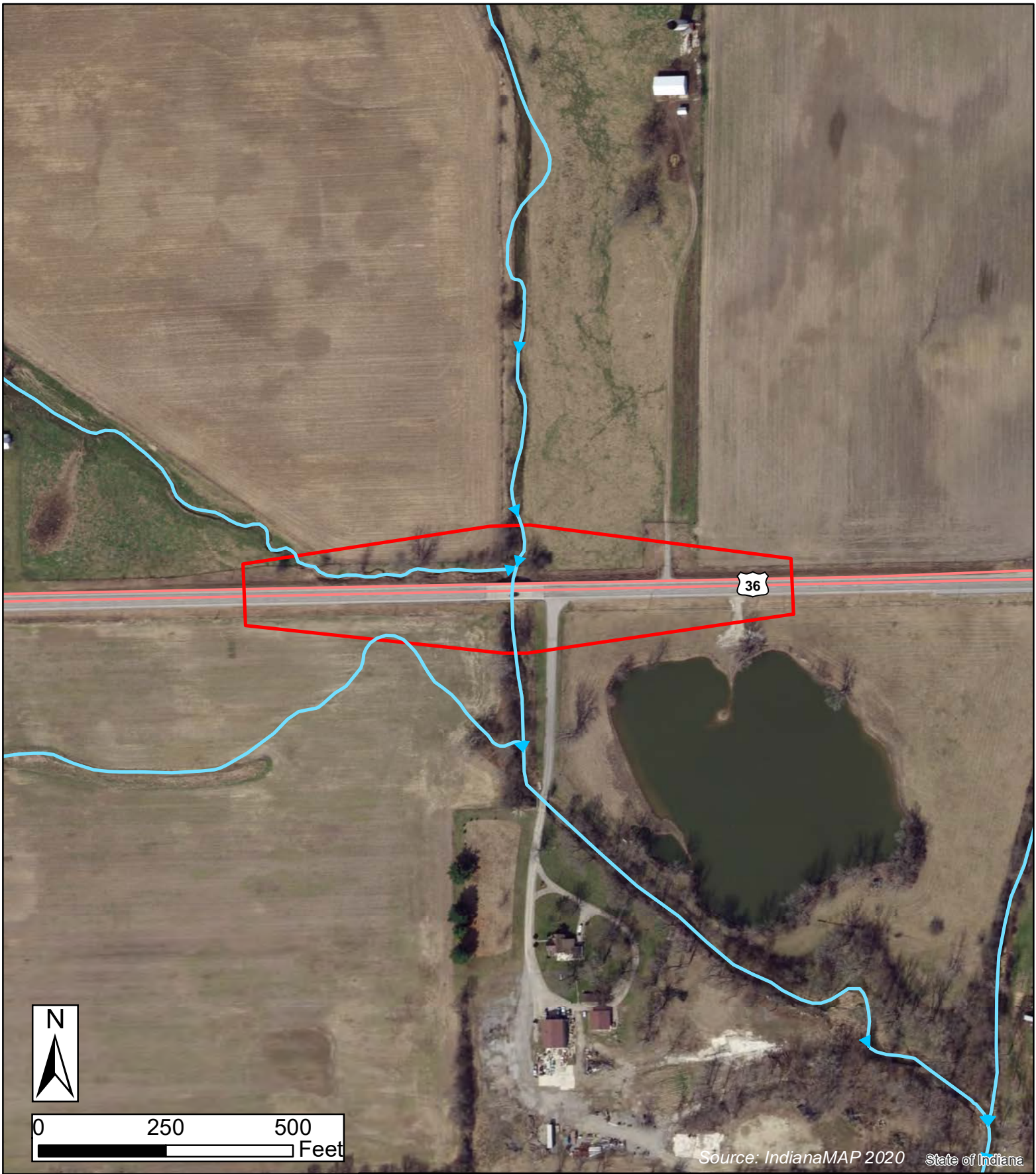
**Figure 4**  
**NRCS Soils Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

- Investigated Area
- Soil Unit Boundary





Created on 6/25/2020





**Figure 5**  
**USGS National Hydrography**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

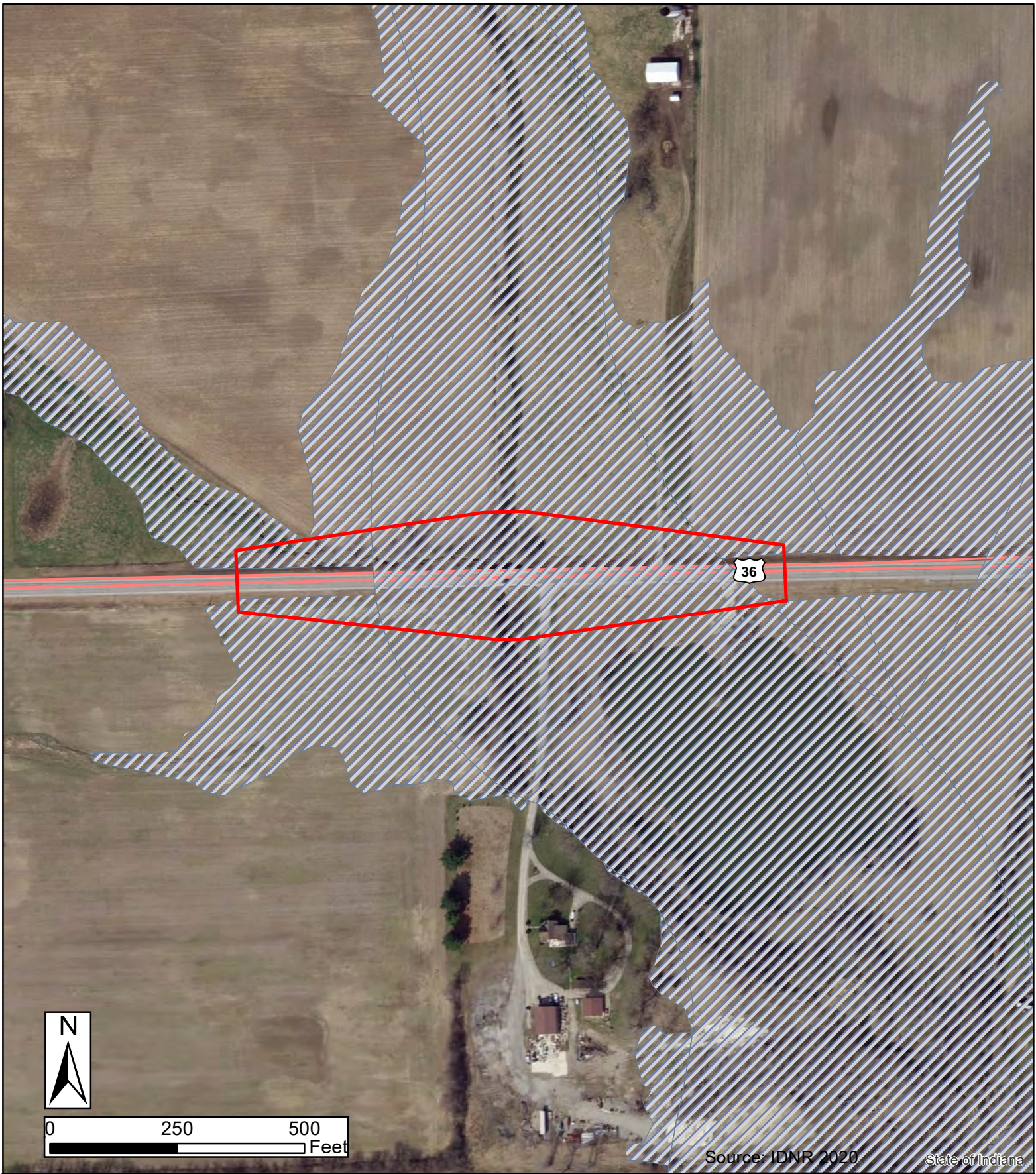
-  USGS NHD Flowlines
-  Investigated Area



**Kaskaskia**  
 Engineering Group, LLC

Created 7/22/2020







Source: IDNR 2020

State of Indiana

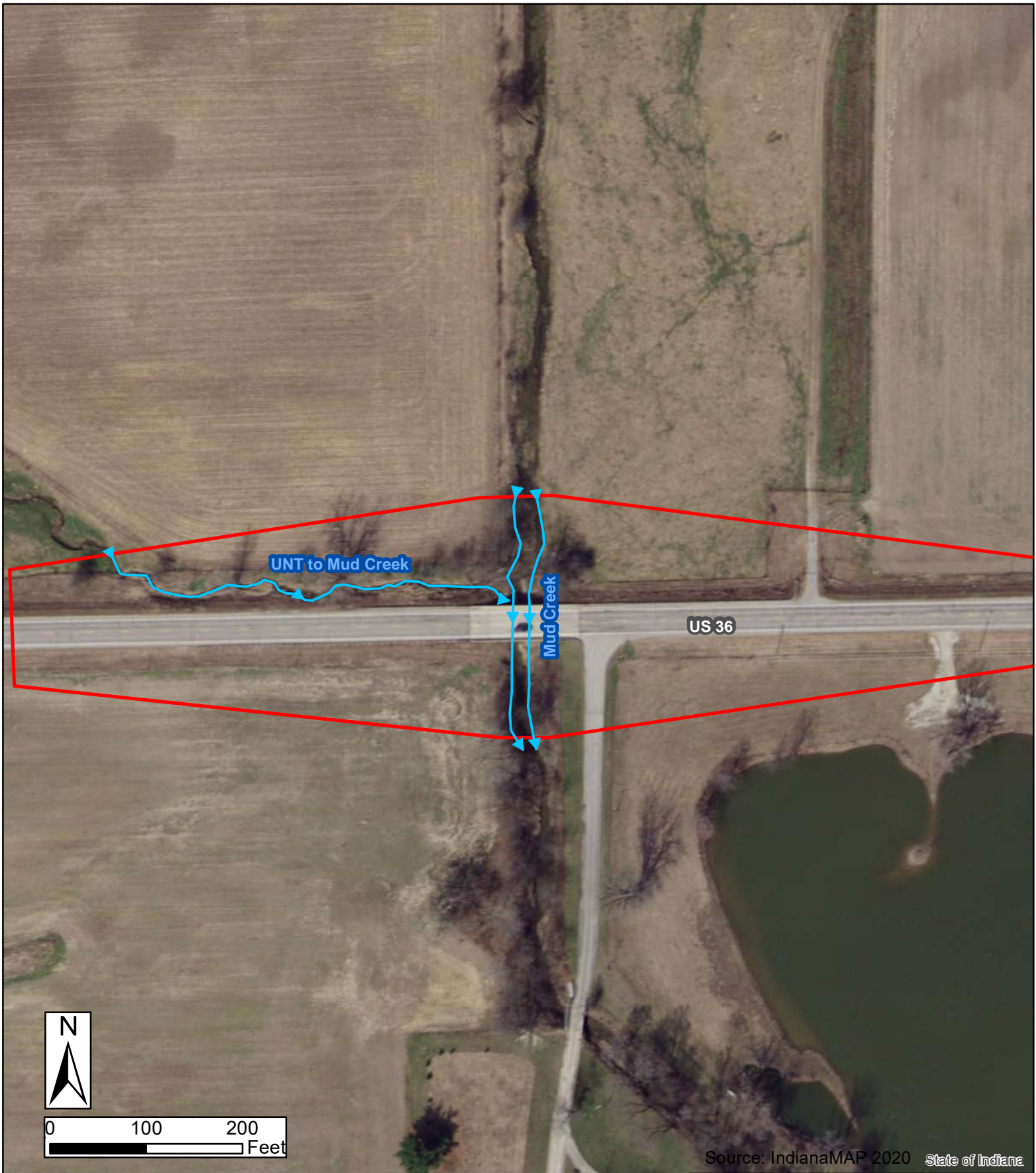
**Figure 6**  
**Floodplain Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

-  Investigated Area
- Floodplain-Best Available IDNR**
-  A
-  AE





Created 7/22/2020





Source: IndianaMAP 2020 State of Indiana

**Figure 7**  
**Water Resource Map**  
**US 36**  
**Bridge Replacement**  
**Randolph County, IN**  
**Des. 1702882**

-  Streams
-  Investigated Area



Created 7/22/2020

**Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** July 22, 2020

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Virginia Flynn, Kaskaskia Engineering Group, LLC., 208 E. Main St., Suite 100, Belleville, IL 62220, 618-233-5877

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

US 36 Bridge Replacement of Mud Creek. INDOT Des. 1702882. Randolph County, Indiana. Section 4, Township 18 N, Range 14 E; Section 33, Township 19 N, Range 14 E. The proposed state project is located 1.59 miles west of US 27 on US 36, west of Lynn, Indiana in the Indiana Department of Transportation (INDOT) Greenfield District. The current proposed project includes replacing the existing single three-span continuous reinforced concrete slab bridge (Structure No. 036-68-03477B; NBI No. 011800) and installing riprap for scour protection under the bridge.

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

State: IN County/parish/borough: Randolph City: Lynn

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

Lat.: 40.04857 N Long.: -84.96846 W

Universal Transverse Mercator: 16N

Name of nearest waterbody: Little Mud Creek

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

<b>Site number</b>	<b>Latitude (decimal degrees)</b>	<b>Longitude (decimal degrees)</b>	<b>Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)</b>	<b>Type of aquatic resource (i.e., wetland vs. non-wetland waters)</b>	<b>Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)</b>
Mud Creek	40.048336	-84.968453	0.13 ac. / 250 lf	non-wetland	Section 404
UNT to Mud Creek	40.048693	-84.968868	0.053 ac. / 460 lf	non-wetland	Section 404



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

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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Figures 1-7
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_
- Data sheets prepared by the Corps: \_\_\_\_\_
- Corps navigable waters' study: \_\_\_\_\_
- U.S. Geological Survey Hydrologic Atlas: USGS NHD (IndianaMAP)
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 7.5' Lynn, IN Quad
- Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey 2020
- National wetlands inventory map(s). Cite name: USFWS Wetland Mapper Online 2020
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: IDNR Best Available Floodplain Data
- 100-year Floodplain Elevation is: \_\_\_\_\_.(National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): IndianaMAP Best Available 2013-2018  
or  Other (Name & Date): Site Photos (July 7, 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.**

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

Virginia Flynn 7/22/2020  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> 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.

**From:** [Clayton, Juliana](#)  
**To:** [Jack, Laura](#)  
**Cc:** [Duncan, John P](#); [Greene, Jeremy](#); [White, Debra](#); [Curry, Jennifer](#)  
**Subject:** RE: EXTERNAL: RE: Des No 1702882 Permit Determination Request  
**Date:** Thursday, January 28, 2021 9:55:52 AM  
**Attachments:** [image001.png](#)

---

Hi Laura,

Thanks for checking. The permit determination below stands and no CIF is needed.

Thanks,  
Juliana Clayton  
Ecology and Waterway Permitting Specialist  
100 N Senate Ave, N758 – Environmental Services  
Indianapolis, IN 46204-2216  
Phone: 317-503-7897 **\*note new phone number\***  
Email: [jclayton@indot.in.gov](mailto:jclayton@indot.in.gov)



---

**From:** Jack, Laura <[Laura.Jack@mbakerintl.com](mailto:Laura.Jack@mbakerintl.com)>  
**Sent:** Wednesday, January 27, 2021 11:55 AM  
**To:** Clayton, Juliana <[JClayton@indot.IN.gov](mailto:JClayton@indot.IN.gov)>  
**Cc:** Duncan, John P <[JDuncan@mbakerintl.com](mailto:JDuncan@mbakerintl.com)>; Greene, Jeremy <[JeGreene@indot.IN.gov](mailto:JeGreene@indot.IN.gov)>; White, Debra <[DEWhite@mbakerintl.com](mailto:DEWhite@mbakerintl.com)>; Curry, Jennifer <[JCurry1@indot.IN.gov](mailto:JCurry1@indot.IN.gov)>  
**Subject:** RE: EXTERNAL: RE: Des No 1702882 Permit Determination Request

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

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Hi Juliana,

I reached out to Randolph County Area Planning and Zoning to determine if the bridge location is within the town limits of Lynn. They verified it is outside the city limits, see email attached. It looks like we will not need to complete a CIF permit but we will move forward with the Rule 5 and 401/404 permits. Let me know if you agree and if you have any other questions.

Thank you,

**Laura Jack** | Environmental Scientist  
200 West Adams St., Suite 1800 | Chicago, IL 60606 | [O] 312-575-3902  
[laura.jack@mbakerintl.com](mailto:laura.jack@mbakerintl.com) | [www.mbakertnl.com](http://www.mbakertnl.com)



**From:** Clayton, Juliana <[JClayton@indot.IN.gov](mailto:JClayton@indot.IN.gov)>  
**Sent:** Wednesday, January 20, 2021 8:50 AM  
**To:** Jack, Laura <[Laura.Jack@mbakerintl.com](mailto:Laura.Jack@mbakerintl.com)>  
**Cc:** Duncan, John P <[JDuncan@mbakerintl.com](mailto:JDuncan@mbakerintl.com)>; Greene, Jeremy <[JeGreene@indot.IN.gov](mailto:JeGreene@indot.IN.gov)>; White, Debra <[DEWhite@mbakerintl.com](mailto:DEWhite@mbakerintl.com)>; Curry, Jennifer <[JCurry1@indot.IN.gov](mailto:JCurry1@indot.IN.gov)>  
**Subject:** RE: EXTERNAL: RE: Des No 1702882 Permit Determination Request

Hi Laura,

I have reviewed the information. I have one more question but have completed the permit determination for everything except the CIF. According to IndianaMaps, the project location is nearly a mile outside of the incorporated area boundary of Lynn. Could you please reach out to the city planner for Lynn and see whether this location is within the town's planning zone? If it's not, we can call it rural and a CIF won't be required.

The following permits are needed for **Des. number 1702882, RFC 6/1/2022** (the designer should confirm all schedules with the Project Manager):

- **Rule 5** based on >1 ac land disturbance. **Please submit *prior* to ES deadline of 1/1/2022.**
- **401 / 404 RGP** (use State Form 51937) based on less than 500 linear feet and 0.25 acres of permanent impacts. **Please submit *prior* to ES deadline of 12/1/2021.**

*We are providing **preliminary** permit determinations based on the information presented at the time of the request. **If scope and plans change the designer should contact us for a revised determination.** A final permit determination will be done at the time of permit application submittal and/or any changes to the scope of the project.*

If you have questions please feel free to contact me.

Thanks,  
Juliana Clayton  
Ecology and Waterway Permitting Specialist  
100 N Senate Ave, N758 – Environmental Services  
Indianapolis, IN 46204-2216  
Phone: 317-503-7897 **\*note new phone number\***  
Email: [jclayton@indot.in.gov](mailto:jclayton@indot.in.gov)



---

**From:** Jack, Laura <[Laura.Jack@mbakerintl.com](mailto:Laura.Jack@mbakerintl.com)>  
**Sent:** Tuesday, January 19, 2021 4:53 PM  
**To:** Clayton, Juliana <[JClayton@indot.IN.gov](mailto:JClayton@indot.IN.gov)>  
**Cc:** Duncan, John P <[JDuncan@mbakerintl.com](mailto:JDuncan@mbakerintl.com)>; Greene, Jeremy <[JeGreene@indot.IN.gov](mailto:JeGreene@indot.IN.gov)>; White, Debra <[DEWhite@mbakerintl.com](mailto:DEWhite@mbakerintl.com)>; Curry, Jennifer <[JCurry1@indot.IN.gov](mailto:JCurry1@indot.IN.gov)>  
**Subject:** RE: EXTERNAL: RE: Des No 1702882 Permit Determination Request

# Appendix G:

## Public Involvement



## NOTICE OF SURVEY

November 15, 2019

RE: US 36 over Mud Creek  
Randolph County, Indiana

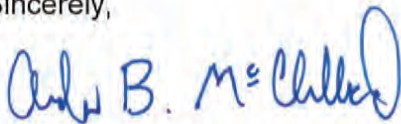
Dear Property Owner:

Our information indicates that you own or occupy property near this proposed project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

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

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,



VS Engineering, Inc.  
Andrew B. McClelland, P.S.  
Project Surveyor  
317-293-3542, x-178

Des. No. 1702882

«Owner\_Name»  
«Owner\_Address»  
«City\_State\_Zip»

RE: Des. No. 1702882  
US 36 over Mud Creek Bridge Replacement  
US 36, 1.59 miles west of US 27, near Lynn, Randolph County, Indiana

**Notice of Entry for Investigation**

March 8, 2021

Dear «Owner\_Name»,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation (INDOT) will be conducting environmental surveys of the project area in the near future. It may be necessary for them to enter your property to complete this work. The project involves replacement of the existing three-span, continuous, poured-in-place, reinforced-concrete slab bridge (Structure No. 036-68-03477B; NBI No. 011800). The new structure will be a three-span, continuous, reinforced-concrete slab bridge (Structure No. 036-68-10346).

Archaeologists from INDOT will be conducting an archaeological investigation in the areas surrounding the bridge. This may include subsurface soil test borings and shovel probes or other types of excavation from between March and May (weather dependent). It is possible that INDOT's representatives will need to conduct a portion of the required subsurface investigation work on or adjacent to property that available records indicate you currently own. If you own this property but do not currently occupy it, we request you provide this letter to the current occupant. If you no longer own this property, please let us know.

The purpose of the archaeological investigation is to comply with Section 106 of the National Historic Preservation Act of 1966, which requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve. To do this, the agency first has to identify the locations of archaeological sites, if any.

Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property.

Indiana Code § 8-23-7-26 provides authorized representatives of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of the relevant code and a Notice of Entry discussion sheet, as found on INDOT's website, are attached to this letter. Pursuant to Indiana Code § 8-23-7-27, this letter serves as written notification of the intention to take photographs, take shovel probes, and walk or drive on your property in the next several months.

If any problems do occur, please contact the field crew or contact the INDOT Project Manager, Jeremy Greene, email: JeGreene@indot.in.gov or Consultant Project Manager, J. Patrick Duncan at 317-663-8222, email: jduncan@mbakerintl.com.

Please be aware that Indiana Code § 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT's entry for the purposes mentioned above in Indiana Code § 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the two above named INDOT staff or representative. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In addition, you may contact William Geibel, INDOT Real Estate Director, at [WGeibel@indot.in.gov](mailto:WGeibel@indot.in.gov). The Real Estate Director can provide you with a form to request compensation for damages. After filling out the form, you can return it to the Real Estate Director for consideration, and the Real Estate Director may be contacted if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed you, Indiana Code § 8-23-7-8 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of the damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

Please be assured it is our sincere desire to cause as little inconvenience and disruption to your property. Thank you in advance for your cooperation.

Sincerely,



J. Patrick Duncan, PE  
Senior Project Manager, Bridges

Attachments



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

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

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

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

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

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

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



[www.in.gov/dot/](http://www.in.gov/dot/)

**An Equal Opportunity Employer**





## IC 8-23-7

### Chapter 7. Real Property Transactions

#### IC 8-23-7-26

##### **Surveys and investigations; right of entry**

Sec. 26. An authorized employee or representative of the department engaged in a survey or investigation authorized by the commissioner or the commissioner's designee, including a survey or investigation for purposes of IC 8-23-5-9, may enter upon, over, or under any land or property within Indiana to conduct the survey or investigation by manual or mechanical means, which include the following:

(1) Inspecting, (2) Measuring, (3) Leveling, (4) Boring, (5) Trenching, (6) Sample-taking, (7) Archeological digging, (8) Investigating soil and foundation, (9) Transporting equipment, (10) Any other work necessary to carry out the survey or investigation. *As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.2.*

#### IC 8-23-7-27

##### **Surveys and investigations; notification of occupants**

Sec. 27. (a) Before an authorized employee or representative of the department enters upon, over, or under any land or water under section 26 of this chapter, the occupant of the land or water shall be notified in writing by first class United States mail of the entry not later than five (5) days before the date of entry. The employee or representative of the department shall present written identification or authorization to the occupant of the land or water before entering the land or water.

(b) At the same time and in the same manner as the notice required under subsection (a), the department shall notify the occupant and the record owner of the land or property of the following:

(1) With respect to damage that occurs to the land or property as a result of entry upon, over, or under the land or property as set forth in section 26 of this chapter:

(A) a description of the aggrieved party's right to compensation for the damage from the department; and

(B) the procedure that the aggrieved party must follow to obtain the compensation. (2) The name, mailing address, and telephone number of an individual or office within the department to which an aggrieved party may direct questions concerning the rights and procedures described in subdivision (1). *As added by P.L.18-1990, SEC.216. Amended by P.L.99-2008, SEC.3.*

#### IC 8-23-7-28

##### **Surveys and investigations; compensation for damages**

Sec. 28. If during an entry under section 26 of this chapter damage occurs to the land or water as a result of the entry or work performed during the entry, the department shall compensate the aggrieved party. If the aggrieved party is not satisfied with the compensation determined by the department, the amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located. The department shall pay any compensation awarded to an aggrieved party under this section:

(1) not more than sixty (60) days after the date on which the parties agree to the amount of the compensation; or

(2) as ordered by the circuit or superior court.

*As added by P.L.18-1990, SEC.216. Amended by P.L.40-1993, SEC.3; P.L.99-2008, SEC.4.*





# Appendix H:

## Air Quality

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

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Performance Measure Impacted: Pavement Condition																		
Comments:Added PE Phase																		
Indiana Department of Transportation	41102 / 1800743	Init.	SR 1	HMA Overlay, Preventive Maintenance	SR 1 from SR 32 N. Jct. To SR 28	Greenfield	7.928	STBG		Road Construction	CN	\$1,430,367.20	\$357,591.80		\$1,787,959.00			
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41102 / 1800743	A 01	SR 1	HMA Overlay, Preventive Maintenance	SR 1 from SR 32 N. Jct. To SR 28	Greenfield	7.928	STBG	\$1,994,459.00	Road Consulting	PE	\$160,000.00	\$40,000.00	\$200,000.00				
Performance Measure Impacted: Pavement Condition																		
Comments:Added PE Phase																		
Indiana Department of Transportation	41134 / 1800319	Init.	SR 1	Bridge Deck Overlay	over White River, 0.45 miles S of SR 32	Greenfield	0	STBG		Bridge Construction	CN	\$610,318.40	\$152,579.60		\$762,898.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41415 / 1593220	Init.	SR 227	Substructure Repair And Rehabilitation	Over Greenville Creek, 5.03 miles N. of US 36	Greenfield	.01	STBG		Bridge Construction	CN	\$1,192,112.00	\$298,028.00	\$1,490,140.00				
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41415 / 1593220	A 04	SR 227	Substructure Repair And Rehabilitation	Over Greenville Creek, 5.03 miles N. of US 36	Greenfield	.01	STBG	\$1,302,581.00	Bridge Construction	CN	-\$198,047.20	-\$49,511.80	(\$247,559.00)				
										Bridge ROW	RW	\$48,000.00	\$12,000.00	\$60,000.00				
Performance Measure Impacted: Safety																		
Comments:Adding ROW Phase																		
Indiana Department of Transportation	41487 / 1702878	Init.	SR 28	Bridge Maintenance And Repair	SR 28 over Mississinewa River , 2.85 miles W. of US 27-17028 78 -RFP	Greenfield	0	STBG		Bridge Construction	CN	\$124,960.00	\$31,240.00				\$156,200.00	
										Bridge Consulting	PE	\$28,000.00	\$7,000.00	\$35,000.00				
										Bridge ROW	RW	\$16,000.00	\$4,000.00		\$20,000.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41488 / 1702882	Init.	US 36	Bridge Replacement, Other Construction	US 36 over Mud Creek, 1.59 miles W. of US 27-1702882 -RFP	Greenfield	0	STBG		Bridge Construction	CN	\$1,234,458.40	\$308,614.60				\$1,543,073.00	
										Bridge Consulting	PE	\$184,000.00	\$46,000.00	\$230,000.00				
										Bridge ROW	RW	\$12,000.00	\$3,000.00		\$15,000.00			
Indiana Department of Transportation	41488 / 2000588	A 25	US 36	HMA Overlay, Preventive Maintenance	SR 1 E junct to US 27	Greenfield	10.01	STBG	\$10,488,337.00	Bridge Construction	CN	\$1,234,458.40	\$308,614.60				\$1,543,073.00	
										Bridge Consulting	PE	\$184,000.00	\$46,000.00	\$230,000.00				

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

# Appendix I:

## Additional Studies

**Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)**

ProjectNumber	SubProjectCode	County	Property
1800043	1800043	Randolph	Harter Park
1800081	1800081	Randolph	Harter Park
1800117	1800117	Randolph	Harter Park

\*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

## APPENDIX D: Bridge/Structure Bat Assessment Form

### Bridge/Structure Bat Assessment Form Instructions

- This form will be completed to document bat occupancy or bat use of bridges, culverts, and other structures. This form shall be submitted to the appropriate personnel within the DOT and USFWS for recordkeeping (or uploaded into the Information, Planning, and Consultation (IPaC) Determination Key for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat) prior to conducting: any activities below the deck surface either from the underside or from above the deck surface that bore down to the underside; any activities that could impact expansion joints; any activities involving deck removal on bridges; or any activities involving structure demolition for bridges, culverts, and/or other structures.
- Assessments must be completed within two (2) years of conducting any work (see the above bullet), regardless of whether assessments have been conducted in the past. Assessments must be completed in appropriate weather conditions, suitable for the assessor to observe common signs of bat use.
- Evidence of bat use may include visual observation (live and/or dead), presence of guano, presence of staining, audible observation, and/or odor observation. Presence of one or more indicators is sufficient evidence that bats may be using the bridge, culvert, and/or other structure.
- If bat use of a bridge, culvert, and/or other structure is noted, additional studies may be undertaken during bat active season to identify the specific bat species utilizing the structure, or protected bat species presence can be assumed, in order to comply with threatened and endangered species regulations. Bat active season dates, typically between April and November, vary regionally and by species, so assessors should consult with their local USFWS Field Office for more specific active season dates.
- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat<sup>1</sup> (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**

<b>Date &amp; Time of Assessment</b> 7/7/20	<b>DOT Project #</b> 1702882	<b>Route/Facility Carried</b> US 36	<b>County</b> Randolph
<b>Federal Structure ID</b> 036-68-03477 B	<b>Structure Coordinates</b> (latitude and longitude) 40.04857, -84.96846	<input type="checkbox"/> This bridge/structure is 1,000 feet or more from suitable bat habitat <sup>2</sup> Name: _____ Signature: _____	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

<sup>1</sup> Refer to the USFWS's summer survey guidance for the definition of suitable habitat (<http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>).

<sup>2</sup> This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat



# Bridge/Structure Bat Assessment Form

Date & Time of Assessment <b>7/7/20, 3PM</b>	DOT Project Number <b>1702882</b>	Route/Facility Carried <b>US 36</b>	County <b>Randolph</b>
Federal Structure ID <b>036-68-03477 B</b>	Structure Coordinates (latitude and longitude) <b>40.04857, -84.96846</b>	Structure Height (approximate) <b>99.99 Feet</b>	Structure Length <b>71.2 Feet</b>
<b>Structure Type (check one)</b>		<b>Structure Material (check all that apply)</b>	
<i>Bridge Construction Style</i>		<i>Deck Material</i>	<i>Beam Material</i>
<input type="radio"/> Cast-in-place	<input type="radio"/> Pre-stressed Girder	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input checked="" type="radio"/> Flat Slab/Box	<input type="radio"/> Steel I-beam	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Concrete
<input type="radio"/> Truss	<input type="radio"/> Covered	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<i>Culvert Type</i>		<i>Culvert Material</i>	
<input type="radio"/> Box	<input type="radio"/> Other Structure	<input type="checkbox"/> Metal	<input type="radio"/> Yes
<input type="radio"/> Pipe/Round		<input type="checkbox"/> Concrete	<input checked="" type="radio"/> No
<input type="radio"/> Other:		<input type="checkbox"/> Plastic	<input type="radio"/> Unknown
		<input type="checkbox"/> Stone/Masonry	<i>Notes:</i>
		<input type="checkbox"/> Other:	
<b>Crossings Traversed (check all that apply)</b>		<b>Surrounding Habitat (check all that apply)</b>	
<input checked="" type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input checked="" type="checkbox"/> Agricultural	<input checked="" type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input checked="" type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input checked="" type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input checked="" type="checkbox"/> Seasonal water	<input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other:
<b>Areas Assessed (check all that apply)</b>			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
<b>Area (check if assessed)</b>	<b>Assessment Notes</b>	<b>Evidence of Bats (include photos if present)</b>	
<input type="checkbox"/> All crevices and cracks: <b>Bridges/culverts:</b> rough surfaces or imperfections in concrete <b>Other structures:</b> soffits, rafters, attic areas	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: <b>Molly Barletta</b>		Signature: <i>Molly Barletta</i>	

**From:** [Bales, Ronald](#)  
**To:** [Molly Barletta](#)  
**Subject:** RE: DES 1702882, US 36, Randolph County: Review Confidential Bat Database  
**Date:** Sunday, April 5, 2020 8:14:34 PM  
**Attachments:** [image001.png](#)

---

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.

**Ron Bales**

INDOT-Environmental Services Division  
**Office:** (317) 234-4916  
**Email:** [rbales@indot.in.gov](mailto:rbales@indot.in.gov)

---

**From:** Molly Barletta <MBarletta@kaskaskiaeng.com>  
**Sent:** Friday, April 03, 2020 3:20 PM  
**To:** Bales, Ronald <rbales@indot.IN.gov>  
**Subject:** DES 1702882, US 36, Randolph County: Review Confidential Bat Database

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

---

Mr. Bales, I would like to request a review of the confidential bat database for a project in the Greenfield District, and our past guidance suggests the request go to the District Environmental Manager (Env Mgr). However, per the updated ECL on the INDOT website, Kari Carmany-George is now with FHWA and no longer the Greenfield District Env Mgr. Can you review my request below and/or provide the name of the new Env Mgr for the Greenfield District?

Please review the USFWS database for the following project:

- DES: 1702882
- Scope: Bridge Replacement
- County: Randolph
- Road: US 36
- Location: 1.59 miles west of US 27 (see the attached).

Thank you!

Molly

signature  


Molly Barletta  
*Senior Environmental Scientist*  
**Certified: WBE/DBE/WOSB/EDWOSB**  
314.910.2642 cell | 618.233.5877 office  
[MBarletta@kaskaskiaeng.com](mailto:MBarletta@kaskaskiaeng.com)

## Call Application Report Project ( Mini Scope)

Updat

Date:	12/28/2017		Work Type:	Bridge Replacement, Concrete		Score:
Proposed FY:	2023		Work Category:	District Bridge Project (Rehabilitation)		<b>60</b>
DES:	1702882					
Enter NBI #:	11800	<i>(or 011800)</i>				
Existing Structure	036-68-03477 B		Structure Type	2 - Concrete continuous		
District	Greenfield		County	Randolph <a href="#">County Map</a>		
Sub	Albany		Route	US 36		
Description	Us 36@.-Mud Creek					RP: 130
Location:	01.59 W US 27					Offset: 0.5806
Route Over	Us 36					Latitude 40.04857
Route Under	Mud Creek					Longitude -84.96846
						<a href="#">NBI Map</a>
Year Built	1941	Inspection Date	05/26/2015			
Year Reconst.	1982	Operational Tons	40			
Struct. Length	71.2	Operational Tons Value	67			
Deck Width	36.5	Unofficial Suff Rating	85.2			
Area	2598.8	Deck Wear Surface	6 - Satisfactory Condition			
Road Width	30	Condition of Deck	5 - Fair Condition (minor section loss)			
Lanes Over	2	Condition of Super Structure	6 - Satisfactory Condition (minor deterioration)			
Lanes Under		Condition of Sub Structure	6 - Satisfactory Condition (minor deterioration)			
Max Length Span	28	Scour	8 - Bridge foundations determined to be stable for the assessed or calculated scour conditions			
No of Spans	3					

# of records for this NBI: 1, (1 with Des No)

Des NO:	Status	Contract	Letting	CN Estimate	Work Type	ADT	ADT Year
7818570	H	B 13210	11/17/81	\$111,000	Bridge Rehabilitation Or Repair		1999

# of NBI Records within: 5 Miles      9 Records      *(2 with Active Project )*

# of Projects within: 7 Miles      6 Projects      *( 4 Awarded, 2 Others )*

FY	Awarded	To Let	Call	Prop.	Prov.	CN \$
2015	2					\$107,852
2016	1					\$112,395
2017	1					\$154,297
2018						
2019		1				
2020 - 25		1				

**Intent/ Purpose Of Project (Initial Statement Of Essential Project Purpose:**

**NBI :11800**

<p>The purpose of this project is to replace the bridge and reset the life of structure at this location.          #####          2023</p>	60
--	----

Completed Full Scope:

**Own It: Alternatives**

**Preliminary Alternatives That Are Contemplated (Analysed) With Costs:**

Do nothing = \$0.

Replace the structure while detouring traffic. CN = \$1,543,073.

A superstructure replacement could be done, it would cost approximately \$677,556; however, the substructure has been in place since 1982 with portions being reused from 1941.

**Consequences if No Action is Taken (Do Nothing Alternative is Selected):**

The existing bridge will continue to deteriorate until the load rating lowers due to deterioration of the cast in place slab.

**Secondary Considerations Or Goals With Costs:**

*Attach extra sheets as necessary to fully describe the alternatives.*

Will Further Analysis/Assessment be required beyond this form?



**Solve it: Project Recommendations and Costs**

**NBI: 11800**

Quantifiable P: #####

Potenital desig 2023

60

A new bridge will provide a smooth and maintenance free structure for approximately 25 years. All of the NBI ratings should be increased to an 8 or higher upon completion.

Estimated Total Project Costs:	Amount	COMMENTS
Right of Way Purchase (RW1):	\$15,000.00	
Right of Way Services (RW2):		
Preliminary Engineering 1 (PE1):		
Preliminary Engineering 2 (PE2):		
Maintenance of Traffic:		
Railroad PE (RR1):		
Railroad PE (RR2):		
Environmental Study:		
Utilities PE (UT1):		
Utilities CN (UT2):		
Construction (CN):	\$1,543,073.00	
Construction Engineering (CE):		
Relinquishment Payment (RQP):		
Other Considerations:		

**Miscellaneous Notes**

Antcipated Number Of Construction Seasons To Complete(1, 2 Or 3 Seasons):	1
Antcipated Number Of Years To Complete Design (1, 2 Or 3 Fiscal Years):	1
Tree Clearing <input type="checkbox"/> Fish <input type="checkbox"/> Bats <input type="checkbox"/> Historical <input type="checkbox"/>	CE Type <b>CE2</b>

**Call History** trees fish spans and bats and other envir CE type

**CE**

Pictures <input type="checkbox"/>	Location Map: <input type="checkbox"/>	Crash History: <input type="checkbox"/>
Spreadsheets (calcs): <input type="checkbox"/>	Asset Team Scoring Sheet: <input checked="" type="checkbox"/>	Pathway Data: <input type="checkbox"/>
Solution Schematic: <input type="checkbox"/>	Engineer Assessment: <input type="checkbox"/>	Mobility History: <input type="checkbox"/>
Cost Calculations: <input checked="" type="checkbox"/>	Bridge/Culvert Inspection Report: <input type="checkbox"/>	

**Additional Comments**

Other items relevant to the project not specifically listed elsewhere.

**NOTE: Appropriate environmental and assessment process need to be followed.**

**Report Prepared By and Approved By**

Report Prepared By and Approved By	Title:	Signature
Prepared by: Darryl P. Wineinger, P.E.	District Asset Engineer	
Prepared by:	District Scoping Engineer	
Reviewed by:	Asset Management Engineer	
Reviewed by:	Capital Prog. Manager	
Approval by:	Technical Services Director	
Reviewed by:	Approved On:	

# Bridge Inspection Report

036-68-03477 B

US 36

over

MUD CREEK



Inspection Date: 05/14/2019

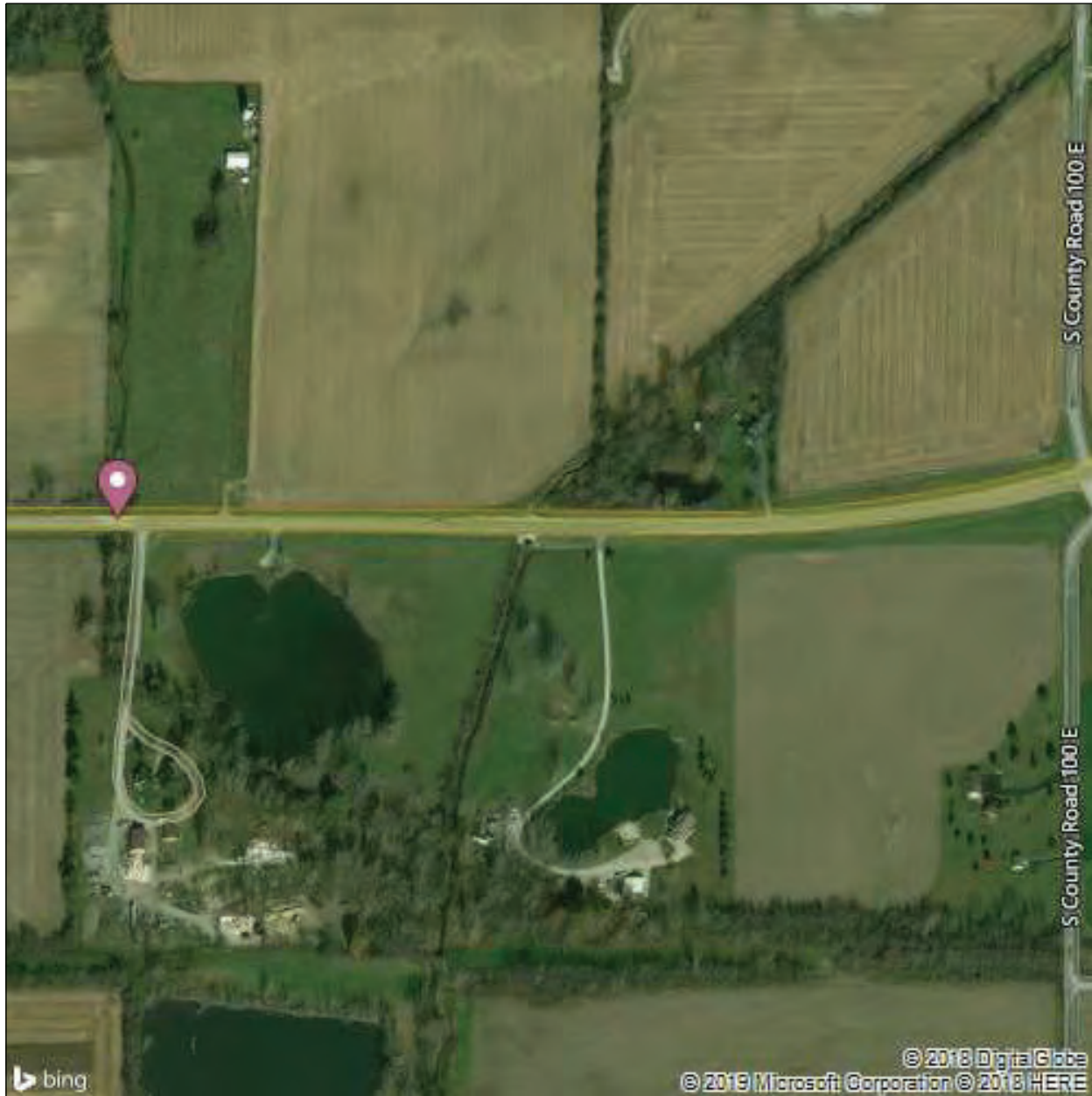
Inspected By: James Yapp

Inspection Type(s): Routine

Inspector: James Yapp  
Inspection Date: 05/14/2019

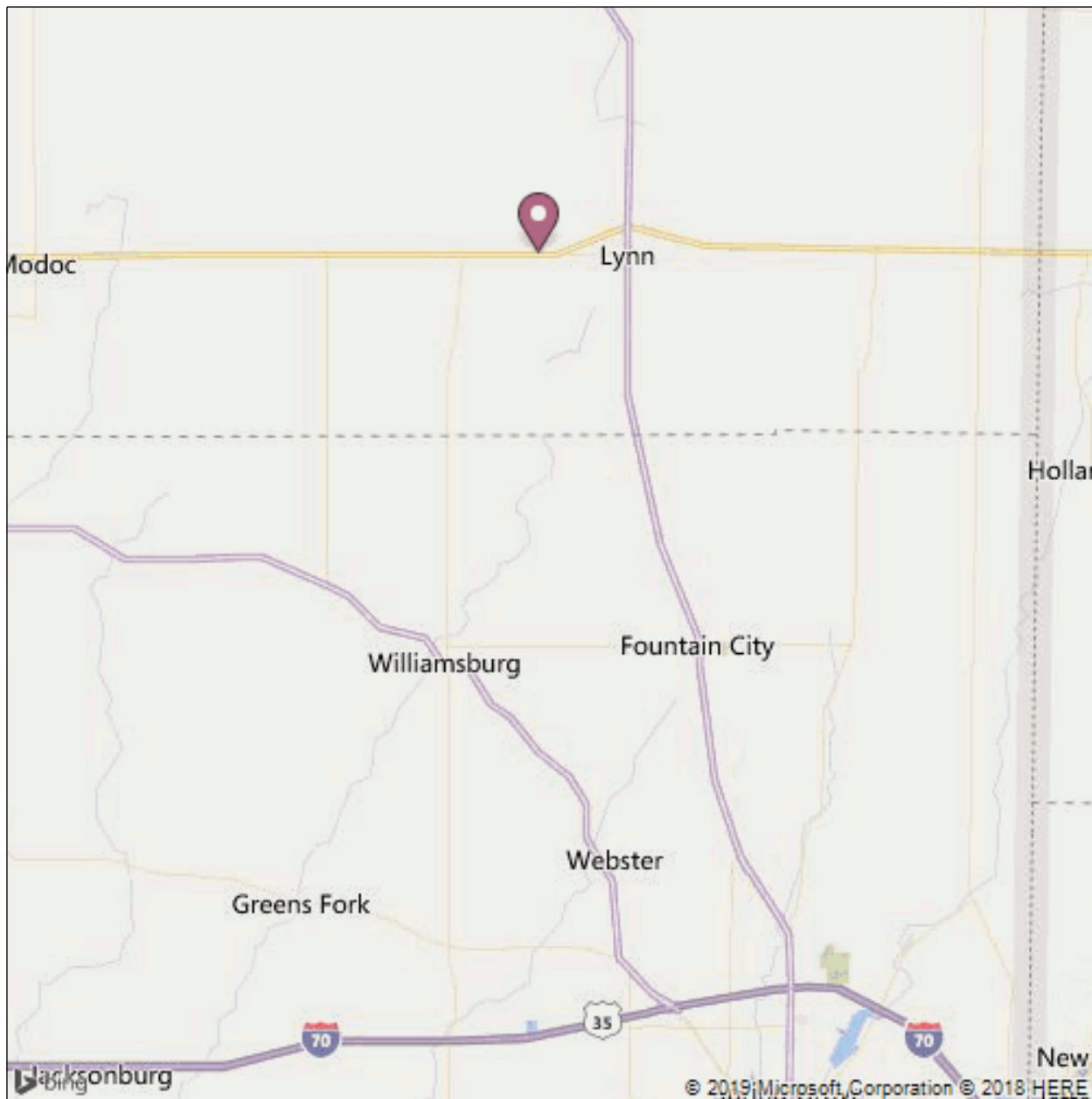
Asset Name: 036-68-03477 B  
Facility Carried: US 36

Bridge Inspection Report



Latitude: 40.04857  
Longitude: -84.96846

Bridge Inspection Report



Latitude: 40.04857  
Longitude: -84.96846



Inspector: James Yapp  
Inspection Date: 05/14/2019

Asset Name: 036-68-03477 B  
Facility Carried: US 36

Bridge Inspection Report

**General Notes:**

Bent #1 is WEST.

Bridge was Built in 1941, under contract B-2232.

'A' Rehab (Widened & overlaid) in 1982, B-13210.

'B' Rehab (Concrete barrier installed) in 1998, B-23705.

DES# 1702882 - Programmed for Bridge Replacement in 2023, Under Contract# B-41488.

New Structure# will be 036-68-10346 B.

Bridge Inspection Report

**IDENTIFICATION**

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	011800	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 2 - 1 - 00036 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	03 - Greenfield	(16) LATITUDE:	40.04857
(3) COUNTY CODE:	068 - RANDOLPH	(17) LONGITUDE:	-84.96846
(4) PLACE CODE:	00000 - N/A	(98) BORDER	
(6) FEATURES INTERSECTED:	MUD CREEK	A) STATE NAME:	
(7) FACILITY CARRIED:	US 36	B) PERCENT	%
(9) LOCATION:	01.59 W US 27	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0013.900		

**STRUCTURE TYPE AND MATERIAL**

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN 003 UNIT:	
A) KIND OF MATERIAL/DESIGN:	2 - Concrete continuous	(46) NUMBER OF APPROACH SPANS:	0000
B) TYPE OF DESIGN/CONSTR:	01 - Slab	(107) DECK STRUCTURE TYPE:	1 - Concrete Cast-in-Place
(44) STRUCTURE TYPE, APPROACH SPANS:		(108) WEARING SURFACE/PROT SYS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other	A) WEARING SURFACE:	3 - Latex Concrete or similar additive
B) TYPE OF DESIGN/CONSTR:	00 - Other	B) DECK MEMBRANE:	0 - None
		C) DECK PROTECTION:	0 - None

**AGE OF SERVICE**

(27) YEAR BUILT:	1941	(28) LANES:	
(106) YEAR RECONSTRUCTED:	1982	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	00
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	002417
B) UNDER BRIDGE:	5 - Water way	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2004
		(109) AVERAGE DAILY TRUCK TRAFFIC:	10 %
		(19) BYPASS DETOUR LENGTH:	004 MI

Bridge Inspection Report

**GEOMETRIC DATA**

(48) LENGTH OF MAX SPAN: 0028.0 FT	(35) STRUCTURE FLARED: 0 - No flare
(49) STRUCTURE LENGTH: 00071.2 FT	(10) INV RTE, MIN VERT CLEARANCE: 99.99 FT
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: 033.5 FT
A) LEFT 00.0 FT	(53) VERT CLEAR OVER BR RDWY: 99.99 FT
B) RIGHT: 00.0 FT	(54) MIN VERTICAL UNDERCLEARANCE:
(51) BRDG RDWY WIDTH CURB-TO-CURB: 033.5 FT	A) REFERENCE FEATURE: N
(52) DECK WIDTH, OUT-TO-OUT: 036.5 FT	B) MIN VERT UNDERCLEAR: 0 FT
(32) APPROACH ROADWAY 030.0 FT	(55) LATERAL UNDERCLEARANCE RIGHT:
(33) BRIDGE MEDIAN: 0 - No median	A) REFERENCE FEATURE: N
(34) SKEW: 00 DEG	B) MIN LATERAL UNDERCLEAR: 000.0 FT
	(56) MIN LATERAL UNDERCLEAR ON LEFT: 00.0 FT

**INSPECTIONS**

(90) INSPECTION DATE: 05/14/2019	(91) DESIGNATED INSPECTION FREQUENCY: 24 MONTHS
(92) CRITICAL FEATURE INSPECTION:	(93) CRITICAL FEATURE INSPECTION DATE:
A) FRACTURE CRITICAL REQUIRED/FREQUENCY: N	A) FRACTURE CRITICAL DATE:
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY: N	B) UNDERWATER INSP DATE:
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY: N	C) OTHER SPECIAL INSP DATE:

**CONDITION**

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

**CONDITION COMMENTS**

(58) DECK: 5 - Fair Condition (minor section loss)  
 Comments:  
 See item 59

(58.01) WEARING SURFACE: 6 - Satisfactory Condition  
 Comments:  
 Wearing surface has random cracking - mostly wide longitudinal at centerline & wheel paths; delaminated areas around cracks in right wheel paths. 2' x2' delamination in WBL near E. joint.

Bridge Inspection Report

(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:

Concrete slab has long. cracks & efflorescence; map cracking & spalling with fairly heavy efflorescence at end bents; 4'x6' spall @ NW corner of Span A with fairly heavy rebar exposure & minor section loss; large delaminations near const. joints @ centerline of all spans - spalling with rebar exposed in Span B (2' x span length') & 2' x 8' in Span C. End bents have heavy spalling in North corners. Area of map cracking with efflorescence in Span B under WBL.

(60) SUBSTRUCTURE: 6 - Satisfactory Condition (minor deterioration)

Comments:

End Bent Caps have fairly heavy cracking with efflorescence & rust staining. Bases of center 3 columns are encased at Bent #3; large spalled area with rebar exposure on W. face of center column @ Bent #3.

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

Comments:

Upstream channel has a "Tee" with additional channel towards the West; minor bank erosion; Channel protection is Riprap.

(62) CULVERTS: N - Not Applicable

Comments:

**LOAD RATING AND POSTING**

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

**APPRAISAL**

SUFFICIENCY RATING:	85.2	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	0	36A) BRIDGE RAILINGS:	1
(67) STRUCTURAL EVALUATION:	5	36B) TRANSITIONS:	1
(68) DECK GEOMETRY:	4	36C) APPROACH GUARDRAIL:	1
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	1

(71) WATERWAY ADEQUACY: 8 - Bridge Above Approaches

Comments:

approaches below max. HW.

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

Comments:

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

Comments:

Drift @ Bt.#3 & stock fence upstream  
 End Bents: Spread footings, NO piles, on sand.  
 Interior Piers: piles 20', driven to 20T.



Inspector: James Yapp  
 Inspection Date: 05/14/2019

Asset Name: 036-68-03477 B  
 Facility Carried: US 36

Bridge Inspection Report

**CLASSIFICATION**

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

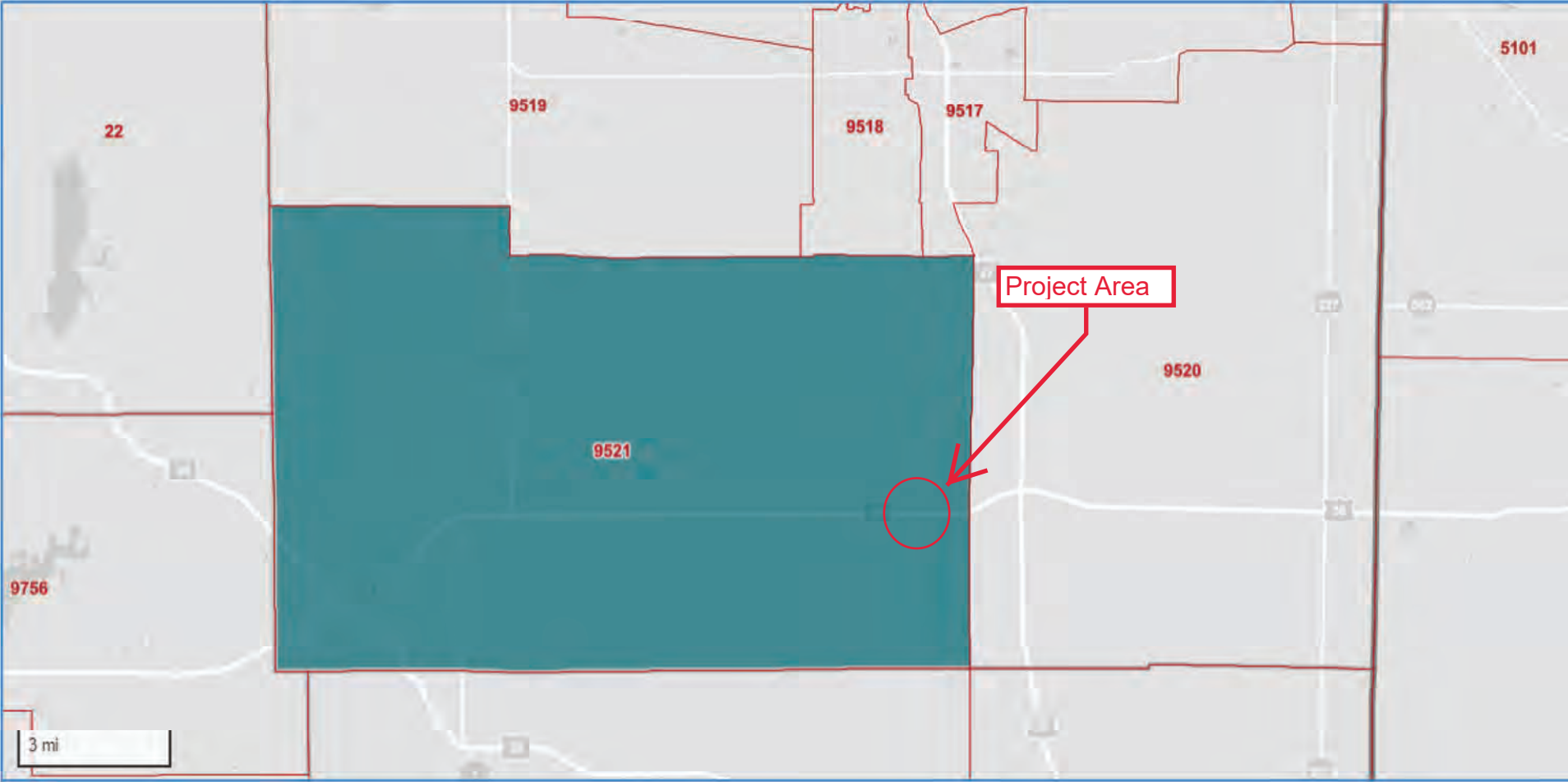
**NAVIGATION DATA**

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

**PROPOSED IMPROVEMENTS**

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	\$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	\$ 000000
(76) LENGTH OF IMPROVEMENT:	00000.0 FT	(97) YR OF IMPROVEMENT COST EST:	
(94) BRIDGE IMPROVEMENT COST:	\$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	004013
		(115) YR OF FUTURE ADT:	2030

US Census Bureau Census Tracts  
Randolph County, Indiana  
US 36 over Mud Creek




<b>RACE</b>		
<b>Note: The table shown may have been modified by user selections. Some information may be missing.</b>		
<b>DATA NOTES</b>		
TABLE ID:	B02001	
SURVEY/PROGRAM:	American Community Survey	
VINTAGE:	2019	
DATASET:	ACSDT5Y2019	
PRODUCT:	ACS 5-Year Estimates Detailed Tables	
UNIVERSE:	Total population	
FTP URL:	None	
API URL:	<a href="https://api.census.gov/data/2019/acs/acs5">https://api.census.gov/data/2019/acs/acs5</a>	
<b>USER SELECTIONS</b>		
TOPICS	Populations and People	
GEOS	Randolph County, Indiana; Census Tract 9521, Randolph County, Indiana	
<b>EXCLUDED COLUMNS</b>		
	None	
<b>APPLIED FILTERS</b>		
	None	
<b>APPLIED SORTS</b>		
	None	
<b>WEB ADDRESS</b>		
	<a href="https://data.census.gov/cedsci/table?q=race&amp;t=Populations%20and%20People&amp;g=0500000US18135_1400000US18135952100&amp;tid=ACSDT5Y2019.B02001&amp;hidePreview=true">https://data.census.gov/cedsci/table?q=race&amp;t=Populations%20and%20People&amp;g=0500000US18135_1400000US18135952100&amp;tid=ACSDT5Y2019.B02001&amp;hidePreview=true</a>	
<b>TABLE NOTES</b>		
	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.	

Table: ACSDT5Y2019.B02001

	<p>Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.</p> <p>Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.</p>
	<p>Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates</p>
	<p>Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented</p>
	<p>The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.</p>
	<p>Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.</p>



Table: ACSDT5Y2019.B02001

	<p>Explanation of Symbols: * An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.</p> <p>* An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.</p> <p>* An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.</p> <p>* An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.</p> <p>* An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.</p> <p>* An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.</p> <p>* An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.</p> <p>* An "(X)" means that the estimate is not applicable or not available.</p>
<b>COLUMN NOTES</b>	None

Table: ACSDT5Y2019.B02001

	Randolph County, Indiana		Census Tract 9521, Randolph County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Total:	24,926	*****	2,929	±254
White alone	23,663	±325	2,875	±259
Black or African American alone	147	±79	27	±30
American Indian and Alaska Native alone	34	±29	0	±12
Asian alone	27	±25	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±22	0	±12
Some other race alone	434	±284	0	±12
Two or more races:	621	±183	27	±31
Two races including Some other race	127	±136	0	±12
Two races excluding Some other race, and three or more races	494	±110	27	±31


<b>POVERTY STATUS IN THE PAST 12 MONTHS OF FAMILIES</b>		
<b>Note: The table shown may have been modified by user selections. Some information may be missing.</b>		
<b>DATA NOTES</b>		
TABLE ID:	S1702	
SURVEY/PROGRAM:	American Community Survey	
VINTAGE:	2019	
DATASET:	ACSST5Y2019	
PRODUCT:	ACS 5-Year Estimates Subject Tables	
UNIVERSE:	None	
FTP URL:	None	
API URL:	<a href="https://api.census.gov/data/2019/acs/acs5/subject">https://api.census.gov/data/2019/acs/acs5/subject</a>	
<b>USER SELECTIONS</b>		
TOPICS	Income and Poverty; Poverty	
GEOS	Randolph County, Indiana; Census Tract 9521, Randolph County, Indiana	
<b>EXCLUDED COLUMNS</b>		
	None	
<b>APPLIED FILTERS</b>		
	None	
<b>APPLIED SORTS</b>		
	None	
<b>WEB ADDRESS</b>		
	<a href="https://data.census.gov/cedsci/table?q=Income%20and%20Poverty&amp;t=Poverty&amp;g=0500000US18135_1400000US18135952100&amp;tid=ACSST5Y2019.S1702&amp;hidePreview=true">https://data.census.gov/cedsci/table?q=Income%20and%20Poverty&amp;t=Poverty&amp;g=0500000US18135_1400000US18135952100&amp;tid=ACSST5Y2019.S1702&amp;hidePreview=true</a>	
<b>TABLE NOTES</b>		
	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.	

Table: ACSST5Y2019.S1702

	<p>Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.</p> <p>Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.</p>
	<p>Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates</p>
	<p>Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented</p>
	<p>Dollar amounts are adjusted to respective calendar years. For more information, see: Change to Income Deficit.</p>
	<p>The categories for relationship to householder were revised in 2019. For more information see Revisions to the Relationship to Household item.</p>
	<p>The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.</p>
	<p>Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.</p>

Table: ACSST5Y2019.S1702

	<p>Explanation of Symbols: * An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.</p> <p>* An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.</p> <p>* An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.</p> <p>* An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.</p> <p>* An "****" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.</p> <p>* An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.</p> <p>* An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.</p> <p>* An "(X)" means that the estimate is not applicable or not available.</p>
<b>COLUMN NOTES</b>	None



Table: ACSST5Y2019.S1702

	Randolph County, Indiana			
	All families			
	Total		Percent below poverty level	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Families	6,496	±256	10.9%	±2.2
With related children of householder under 18 years	2,809	±178	19.7%	±4.7
With related children of householder under 5 years	514	±120	20.4%	±9.2
With related children of householder under 5 years and 5 to 17 years	488	±106	32.4%	±13.0
With related children of householder 5 to 17 years	1,807	±183	16.0%	±5.3
RACE AND HISPANIC OR LATINO ORIGIN				
Families with a householder who is--				
White alone	6,316	±259	11.0%	±2.2
Black or African American alone	13	±21	0.0%	±82.3
American Indian and Alaska Native alone	0	±22	-	**
Asian alone	6	±9	0.0%	±100.0
Native Hawaiian and Other Pacific Islander alone	0	±22	-	**
Some other race alone	93	±66	12.9%	±23.3
Two or more races	68	±47	2.9%	±8.7
Hispanic or Latino origin (of any race)	128	±41	17.2%	±24.4

Table: ACSST5Y2019.S1702

	<b>Married-couple families</b>			
	<b>Total</b>		<b>Percent below poverty level</b>	
<b>Label</b>	<b>Estimate</b>	<b>Margin of Error</b>	<b>Estimate</b>	<b>Margin of Error</b>
Families	4,868	±230	5.8%	±2.0
With related children of householder under 18 years	1,679	±166	7.7%	±2.7
With related children of householder under 5 years	288	±97	4.2%	±4.5
With related children of householder under 5 years and 5 to 17 years	273	±63	8.8%	±7.2
With related children of householder 5 to 17 years	1,118	±146	8.4%	±3.6
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>				
Families with a householder who is--				
White alone	4,786	±233	5.9%	±2.0
Black or African American alone	13	±21	0.0%	±82.3
American Indian and Alaska Native alone	0	±22	-	**
Asian alone	6	±9	0.0%	±100.0
Native Hawaiian and Other Pacific Islander alone	0	±22	-	**
Some other race alone	22	±23	0.0%	±63.2
Two or more races	41	±42	4.9%	±16.6
Hispanic or Latino origin (of any race)	76	±40	0.0%	±33.2

Table: ACSST5Y2019.S1702

	Female householder, no spouse present			
	Total		Percent below poverty level	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Families	1,160	±172	31.7%	±8.6
With related children of householder under 18 years	835	±135	43.8%	±11.5
With related children of householder under 5 years	76	±46	71.1%	±23.9
With related children of householder under 5 years and 5 to 17 years	204	±90	65.7%	±19.7
With related children of householder 5 to 17 years	555	±131	32.1%	±13.2
RACE AND HISPANIC OR LATINO ORIGIN				
Families with a householder who is--				
White alone	1,124	±172	31.7%	±8.9
Black or African American alone	0	±22	-	**
American Indian and Alaska Native alone	0	±22	-	**
Asian alone	0	±22	-	**
Native Hawaiian and Other Pacific Islander alone	0	±22	-	**
Some other race alone	22	±24	54.5%	±54.5
Two or more races	14	±22	0.0%	±79.3
Hispanic or Latino origin (of any race)	52	±38	42.3%	±49.8

Table: ACSST5Y2019.S1702

	Census Tract 9521, Randolph County, Indiana			
	All families			
	Total		Percent below poverty level	
Label	Estimate	Margin of Error	Estimate	Margin of Error
Families	786	±85	7.1%	±3.9
With related children of householder under 18 years	356	±66	13.8%	±8.6
With related children of householder under 5 years	69	±35	10.1%	±14.8
With related children of householder under 5 years and 5 to 17 years	51	±28	11.8%	±19.4
With related children of householder 5 to 17 years	236	±69	15.3%	±11.2
RACE AND HISPANIC OR LATINO ORIGIN				
Families with a householder who is--				
White alone	773	±87	7.2%	±4.0
Black or African American alone	13	±21	0.0%	±82.3
American Indian and Alaska Native alone	0	±12	-	**
Asian alone	0	±12	-	**
Native Hawaiian and Other Pacific Islander alone	0	±12	-	**
Some other race alone	0	±12	-	**
Two or more races	0	±12	-	**
Hispanic or Latino origin (of any race)	0	±12	-	**