

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

Road No./County:	S CR 100 E / White County
Designation Number(s):	2003033
Project Description/Termini:	Bridge replacement project, Bridge No. 91-00180, carrying S CR 100 E. over Big Creek Ditch / The work for this project will begin approximately 1,014 feet south of E Smithson Rd. and ends approximately 484 feet south of E Smithson Rd.

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – 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

N/A	ADWP
_____	February 8, 2024
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: Gabriel Franco, Franco Consulting Engineers (FCE)

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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

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*?	Yes <input type="checkbox"/>	No <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 February 10, 2022, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 1.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments 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.

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

Sponsor of the Project: White County INDOT District: LaPorte

Local Name of the Facility: S CR 100 E, Bridge No. 91-00180

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

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

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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.

Need:

The need for this project is due to the deteriorated condition of the structure. The bridge deck, wearing surface, and superstructure has a condition rating of 4 (poor) and the substructure has a condition rating of 5 (fair). Condition ratings are based on a scale of 0-9, with 0 being failed and 9 being excellent.

According to the October 27, 2021, Bridge Inspection Report (Appendix I, pages 1 to 8), there is seepage and leaching on the bridge deck between the beams. The wearing surface is cracked and delaminated. The top of the beams is cracked and spalled with rebar exposed, and some of the beams have broken and exposed strands. On the substructure, at the north end bent, the exterior shell pile is cracked and rusted.

Purpose:

The purpose of the project is to address the deteriorated bridge conditions and improve them to the goal condition rating of 7 (good) or better for the wearing surface, bridge deck, superstructure, and substructure.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: White

Municipality: None

Limits of Proposed Work: The project will begin approximately 1,014 feet south of E Smithson Rd. and ends approximately 484 feet south of E Smithson Rd.

Total Work Length: 0.10 Mile(s)

Total Work Area: 0.875 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.

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.

White County and the Federal Highway Administration (FHWA) intend to proceed with this bridge project.

Location:

This project is located on South County Road (S CR) 100 East (E) over Big Creek Ditch, 0.14 mile south of E Smithson Rd., in Section 10 and 11, Township (T)-26-North (N), Range (R)-4-West (W), Big Creek Township, USGS Monticello South Quadrangle, White County, Indiana (Appendix B, pages 1 to 3). The project is located within the Indiana Department of Transportation's LaPorte District.

Existing Conditions:

S CR 100 E within the project site is classified as a Rural Local Road.

The existing road cross section consists of two 10-foot lanes with no usable shoulders. V- ditches exist within the project area.

The existing structure, Bridge 91-00180, is a three-span bridge consisting of precast adjacent concrete box beams and pile

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supported bents and piers. The structure was built in 1973 and has a 23.9-foot clear roadway. The structure has a deck width of 24.1 feet and it is 104 feet long. Guardrail is present along both sides of the bridge.

- The project is needed due to the deterioration of the superstructure and substructure:
- There is seepage and leaching on the bridge deck between the beams.
- The wearing surface is cracked and delaminated.
- The top of the beams is cracked and spalled with rebar exposed.
- Some of the beams have broken and exposed strands.
- The exterior shell pile is cracked and rusted at the north end bent.
- The southwest guardrail post is damaged.

The project occurs in a rural area that includes one residence each to the southwest, northwest, and to the southeast of the project. A wooded area is located on the southwest quadrant of the project, and an agricultural land is located on the northeast quadrant of the project (Appendix B, page 4).

Preferred Alternative:

The preferred alternative includes the following (as shown in the plans, Appendix B, pages 9 to 18):

- Replacement of the existing structure with a 3-spans (37.75', 38.5' and 37.75') composite prestressed spread concrete box beam bridge (32.5' out to out coping width and 117.04' length).
- Install riprap along the spill slopes to protect against erosion.
- Replacement of the reinforced concrete bridge approaches (RCBA).
- Approximately 413 feet of Roadway pavement improvements (from approximately 166 feet south of the proposed bridge to approximately 247 feet north of the proposed bridge). The existing road will be widened 2 feet, from 20' to 22', and variable width (2' to 5') paved shoulders will be added on each side of the road.
- Approximately 157 feet of guardrail installation on each side of the road.

The project will adhere to local/state/federal requirements with regards to erosion and sediment control during construction and impacts have been minimized to the greatest extent practicable. Therefore, minor impacts are expected to Big Creek Ditch.

Temporary access impacts are anticipated due to the closure of S CR 100 E during the replacement of the existing bridge. S CR 100 E would be closed approximately six months and through traffic will be detoured (Appendix B, page 12) during construction. For the proposed detour, see the maintenance of traffic (MOT) section in this document.

The project meets the need and purpose by correcting the existing bridge deficiencies and achieving a condition rating for every bridge component of 7 or better, meaning good condition.

The project termini extend approximately 1,014 feet south of E Smithson Rd. to approximately 484 feet south of E Smithson Rd. These termini are logical because they extend past the existing bridge structure to include horizontal and vertical roadway improvements which will connect to the existing road. The project demonstrates independent utility because it does not rely on other projects to meet its purpose and need.

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:

The no build alternative was considered, and it was determined it would not meet the stated purpose and need for the project because the bridge components would not be improved. Thus, this alternative was discarded from further consideration.

A bridge rehabilitation alternative was not considered because it would have not been physically possible to widen the existing bridge and improve its low rating conditions to achieve a goal condition rating of 7 (good) or better to meet the purpose and need of the project. Thus, this alternative was discarded from further consideration.

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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):

ROADWAY CHARACTER:

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

Name of Roadway S CR 100 E
 Functional Classification: Rural Local Road
 Current ADT: 170 VPD (2026) Design Year ADT: 210 VPD (2046)
 Design Hour Volume (DHV): 11 VPH Truck Percentage (%) 5.0
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Asphalt		Asphalt	
Pavement Width:	20	ft.	22	ft.
Shoulder Width:	None	ft.	2 (min.)	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	None	ft.	None	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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): 91-00180 / 9100144 Sufficiency Rating: 61.5 (BIR dated 10/27/2021)
 (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Precast Adjacent Concrete Box-Beams		Composite Prestressed Spread Concrete Box Beams	
Number of Spans:	3		3	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	None	ft.	None	ft.
Curb to Curb Width:	23.9	ft.	32.0	ft.
Outside to Outside Width:	24.1	ft.	32.5	ft.
Shoulder Width:	2.0	ft.	5.0	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.

Presence

The project consists of bridge replacement on S CR 100 E over Big Creek Ditch. The existing bridge number is 91-00180 and the National Bridge Inventory (NBI) number is 9100144. The road will be closed during construction of the new bridge (see the Preferred Alternative within the Project Description section in this document). The existing bridge was constructed in 1973. The latest Historic

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Bridge Inventory (https://www.in.gov/indot/files/Volume_2_Section_1_Listing_of_Historic_Bridges_All_Counties.pdf) did not identify this bridge as a National Register-listed or National Register-eligible.

The project includes small 15-inch pipes with pipe end sections at each quadrant of the project under field entrances to facilitate drainage of roadside ditches toward the creek. There are no existing pipes, and minor impact to Big Creek Ditch is expected due to the proposed small pipes:

- Southwest corner, Str. No. 202, approximately 73 feet long
- Southeast corner, Str. No. 201, approximately 92 feet long
- Northwest corner, Str. No. 204, approximately 60 feet long
- Northeast corner, Str. No. 203, approximately 70 feet long

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 checked="" type="checkbox"/>	<input 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"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss closures, detours, 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. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require a road closure detouring all vehicles. The proposed detour route (Appendix B, page 12) for northbound traffic on S CR 100 E would include traveling west on W CR 350 S to north on SR 43 to east on E Smithson Rd. back to S CR 100 E (reverse for southbound traffic detour). This detour is approximately 3.70 miles long and it will add approximately 2.70 miles of travel to through traffic. It is anticipated that construction may last 6 months.

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.

On August 11, 2023 an email was sent to Mr. William Schroeder with Schroeder Farms Swine Division Incorporated, 779 E. Smithson Rd., located within 0.5 mile of the project site, to notify him of the detour that will be established to maintain traffic during construction of the bridge (Appendix C, page 55). Mr. Schroeder indicated on a telephone call on August 11, 2023 that there are no concerns with the MOT as long as the road could be open by September of the year the bridge is replaced. A recommendation is included in the Environmental Commitments section of this CE document for the Contractor to keep Schroeder Farms Swine Division Incorporated informed of the MOT during construction, especially if the project is not completed by September of the year the bridge is replaced.

The public will have an opportunity to express their views when the CE document is released for public comment.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 265,200 (2022) Right-of-Way: \$ 75,000 (2024) Construction: \$ 1,501,000 (2026)

Anticipated Start Date of Construction: Spring 2026

This is page 6 of 24 Project name: White County Bridge 91-00180 Date: February 5, 2024

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential		
Commercial		
Agricultural	0.58	0.05
Forest	0.14	0.05
Wetlands		
Other: Existing pavement	0.28	
Other:		
TOTAL	1.00	0.10

Describe both Permanent and Temporary right-of-way (ROW) 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 is no existing ROW recorded within the project limits.

Land use adjacent to the project consists of a wooded area at the southwest quadrant of the project and an agricultural land at the northeast quadrant of the project (Appendix B, page 4). The project occurs in a rural area that includes one residence each to the southwest, northwest, and to the southeast of the project.

ROW required
 The project requires approximately 1.00 acre of permanent ROW. Approximately 0.58 acre consists of agricultural land (perennial ryegrass and soybean), approximately 0.14 acre consists of wooded area, and approximately 0.28 acre consists of existing pavement area. Maximum proposed right-of-way widths along S CR 100 E are 45' from centerline. Permanent ROW is needed for side ditch reconstruction, placement of riprap, improvements of the roadway, and replacement of the bridge.

The project also requires approximately 0.10 acre of temporary ROW (approximately 0.05 acre consists of agricultural land and approximately 0.05 acre consists of wooded area). Temporary ROW for working room is needed for field entrances construction on the west side of the road, for the placement of riprap on White County legal drainage easement, and for replacement of the bridge.

It is anticipated that approximately 0.04 acre of trees along the west side of S CR 100 E will be removed for side ditch reconstruction.

White County Area Plan Commission (WCAPC) indicated on a letter dated September 13, 2022 (Appendix C, page 15), that acquisition of permanent ROW is subject to an administrative subdivision process and approval for recording with the Auditor's Office. After approval of ROW engineering plans, but before ROW acquisition is completed, the project designer will provide the WCAPC with the proposed ROW documents. A recommendation is included in the Environmental Commitments section of this CE document.

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 (ECL) were sent on September 12, 2022, Appendix C, pages 1 to 2, and a copy of this ECL was sent to the United States Coast Guard on August 12, 2023.

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Indiana Geological Survey (IGS)	9-12-2022	9-12-2022	Appendix C, pages 3 to 5
Indiana Department of Environmental Management (IDEM)	9-12-2022	9-12-2022	Appendix C, pages 6 to 13
US Fish & Wildlife Service (USFWS)	9-12-2022	9-13-2022	Appendix C, page 14
White County Area Plan Commission, Floodplain	9-12-2022	9-13-2022	Appendix C, page 15
INDOT Office of Aviation	9-12-2022	9-14-2022	Appendix C, page 16
Indiana Department of Natural Resources (IDNR) Division of Nature Preserves	9-12-2022	9-21-2022	Appendix C, pages 17 to 18
IDNR Division of Fish & Wildlife	9-12-2022	10-12-2022	Appendix C, pages 19 to 22
United States Department of Agricultural (USDA) Natural Resources Conservation Service (NRCS)	9-12-2022	2-24-2023	Appendix C, page 23 to 24
United States Coast Guard (USCG)	8-12-2023	9-05-2023	Appendix C, page 56
FHWA	9-12-2022	No response received	N/A
INDOT LaPorte District Office	9-12-2022	No response received	N/A
INDOT Project Manager	9-12-2022	No response received	N/A
National Park Service	9-12-2022	No response received	N/A
US Dept. of Housing & Urban Development	9-12-2022	No response received	N/A
U.S. Army Corps of Engineers (USACE)	9-12-2022	No response received	N/A
White County Commissioners	9-12-2022	No response received	N/A
White County Surveyor	9-12-2022	No response received	N/A

All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

X

Impacts

Yes	No
X	

Total stream(s) in project area: 104 Linear feet Total impacted stream(s): 104 Linear feet

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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)
Big Creek Ditch	Perennial	104	104	Big Creek Ditch is located within the project area, it flows west to east, and it is likely a Water of the US (Appendix F, pages 3 to 27)

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 likely 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 red flag investigation (RFI) report (Appendix E, page 3) there are four streams, rivers, watercourse or other jurisdictional features within the 0.5 mile search radius. There is one stream, river, watercourse, or other jurisdictional feature within or adjacent to the project area. That number was confirmed by the site visit on September 28, 2022, by Butler, Fairman & Seufert, Inc. (BFS).

A Waters of the U.S. Determination / Wetland Delineation Report was completed for the project on October 28, 2022. Please refer to Appendix F, pages 3 to 28 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one stream, Big Creek Ditch, is located within the project area. This waterway has a drainage area upstream of approximately 49.58 square miles (Appendix F, page 23). Big Creek Ditch is classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded waterway. It is of average quality due to the presence of riffle-pool complexes and a mostly intact forested floodplain in the southwest quadrant. The stream also receives runoff from adjacent agricultural fields upstream contributing to high sediment loads. The substrate is primarily sand. The ordinary high water mark (OHWM) width is approximately 33 feet and OHWM depth is approximately 1.2 feet. The stream had an average water depth of approximately 11 inches at the time of the site visit. Big Creek Ditch is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Big Creek Ditch is determined to be a perennial stream based on its location below the water table, and a likely "Waters of the U.S." because it has a defined bed and banks, displays an OHWM, and is a solid blue-line feature on the USGS quadrangle. Due to the perennial flow conditions, defined channel, the presence of an OHWM, and because it has connectivity to the Wabash River, a Traditional Navigable Waterway (TNW), via the Tippecanoe River, it is likely that Big Creek Ditch is jurisdictional under the USACE and is therefore a likely water of the U.S. The USACE makes all final determinations regarding jurisdiction.

No roadside ditch features were observed in the investigated area.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in or adjacent to the project area. The USCG responded on September 5, 2023 (Appendix C, page 56) indicating that a USCG bridge permit or exemption will not be required for this project.

This bridge replacement project will require approximately 0.20 acre of permanent fill (Class 2 riprap) to be placed along Big Creek Ditch around the bridge end bents and slope to prevent scour erosion. Approximately 0.01 acre of riprap will be installed below the OHWM and approximately 0.19 acre of riprap will be installed above the OHWM. Therefore, permanent and/or temporary impacts below the OHWM of Big Creek Ditch will occur. Approximately 104 linear feet of stream impacts will occur from the most northwest point of proposed riprap to the most southeast point of proposed riprap measured longitudinally along the OHWM of Big Creek Ditch (Appendix B, page 17). However, no channel relocation is required, and the project is not anticipated to have an adverse impact to the ecological resources present in the project area. Therefore, no mitigation is anticipated due to impacts to jurisdictional resources. IDEM, IDNR DFW, and USACE will be notified prior to project initiation to acquire any necessary permits.

IDNR DFW responded on October 12, 2022 (Appendix C, pages 19 to 22) and provided recommendations regarding stream disturbance and erosion control.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

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Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 likely 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 red flag investigation (RFI) report (Appendix E, page 3) there is one open water feature within the 0.5 mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on September 28, 2022, by BFS.

A Waters of the U.S. Determination / Wetland Delineation Report was completed for the project on October 28, 2022. Please refer to Appendix F, pages 3 to 28 for the Waters of the U.S. Determination / Wetland Delineation Report. No open water features were observed in the investigated area. Therefore, no impacts are expected.

Wetlands	Presence	Impacts	
		Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
	Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	

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.

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 likely 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 red flag investigation (RFI) report (Appendix E, page 3) there are four wetlands within the 0.5 mile search radius. There are no wetlands within or adjacent to the project area, which was

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confirmed by the site visit on September 28, 2022, by BFS.

A Waters of the U.S. Determination / Wetland Delineation Report was completed for the project on October 28, 2022. Please refer to Appendix F, pages 3 to 28 for the Waters of the U.S. Determination / Wetland Delineation Report. No visible indications of wetland hydrology were observed. Therefore, this area is considered non-wetland. Therefore, no impacts are expected.

Terrestrial Habitat

Presence

X

Impacts

Yes **NO**

X

Total terrestrial habitat in project area: 0.55 Acre(s) Total tree clearing: 0.04 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 the desktop review, a site visit on September 28, 2022, by BFS, the aerial map of the project area (Appendix B, page 4), and the ecological evaluation performed by BFS (Appendix F, pages 1 and 2), there are several types of terrestrial habitat within the project area. It includes wooded area, grassland, lawn area, agricultural farmland, maintained roadside grass, and riparian habitat.

Dominant tree species include black walnut (*Juglans nigra*), pignut hickory (*Carya glabra*), and common hackberry (*Celtis occidentalis*).

Dominant herbaceous vegetation includes canada goldenrod (*Solidago altissima*), black snakeroot (*Sanicula canadensis*), common blue violet (*Viola sororia*), false Solomon's seal (*Maianthemum racemosum*), smooth brome (*Bromus inermis*), and perennial ryegrass (*Lolium perenne*).

Raccoon (*Procyon lotor*) and white-tailed deer (*Odocoileus virginianus*) tracks were observed along the eastern stream bank areas of Big Creek Ditch.

The project proposes to replace the existing bridge, install riprap along the spill slopes to protect against erosion, replace RCBA, roadway pavement improvements, and guardrail installation. The project will impact approximately 0.55 acre of grassed roadside embankment for the project construction. The impacts will be temporary and the disturbed area will be re-seeded. Also, the project will require approximately 0.04 acre of tree removal at the southwest corner for side ditch realignment. Tree removal has been minimized as much as possible to complete the work required. No mitigation is anticipated.

IDNR DFW responded on October 12, 2022 (Appendix C, pages 19 to 22) and provided recommendations regarding terrestrial habitat.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

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Protected Species

Federally Listed Bats

	Yes	No
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 type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

	Yes	No
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Migratory Birds

	Yes	No
Known usage or presence of birds (i.e. nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<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 4), completed by FCE on January 26, 2023, the IDNR White County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated October 12, 2022 (Appendix C, page 19), 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. An INDOT 0.5-mile bat review occurred on September 7, 2022. The review of the USFWS database did not indicate the presence of endangered bat species within 0.5 mile of the project area.

Bats, Programmatic Informal Consultation – Not Likely to Adversely Affect

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 32). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to Other Species paragraph below.

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 Bat Assessment occurred on September 28, 2022, and no evidence of bats were identified (Appendix I, page 9). An effect determination key was completed on March 7, 2023, and based on the responses provided, the project was found to "not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, page 41). INDOT reviewed and verified the effect finding on March 7, 2023, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding.

The following Avoidance and Minimization Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document:

- 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.
- Direct temporary lighting away from suitable habitat during the active season.
- Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
- 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.
- Ensure tree removal is limited to that specified in project plans.
- 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.

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Other Federally Listed Species

The official species list generated from IPaC indicated one of other species present within the project area. Monarch Butterfly (*Danaus plexippus*) was included on this species list. The Monarch Butterfly is considered a Candidate Species. However, no critical habitat has been designated for this species. The project qualifies for the most current INDOT/USFWS agreement. No further coordination with USFWS is required.

Structure 91-00180 on S CR 100E over Big Creek Ditch and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the 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/RSP.

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 Indiana Karst Region
- 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 Evaluation reviewed by INDOT EWPO (if applicable): _____

Discuss if project is located in the Indiana Karst Region 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. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current Protection of Karst Features during Project Development and Construction. According to the topo map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 3) there are no karst features identified within or adjacent to the project area. In the ECL dated September 12, 2022, the IGS did not indicate that karst features exist in the project area (Appendix C, pages 3 to 5). The Environmental Assessment Report from IGS indicated the following:

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

The features will not be affected because the scope of the project includes replacement of an existing structure in its existing location. No new construction of transportation facilities will occur. Response from IGS has been communicated to the designer on September 13, 2022. No impacts are expected.

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SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

Impacts

Yes	No

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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.

Not located in a Wellhead Protection Area or Source Water Area:

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on September 12, 2022 by FCE. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

No wells present, no impacts:

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on September 13, 2022 by FCE. No wells are located near this project. Therefore, no impacts are expected.

Not in an Urban Area Boundary Location:

Based on a desktop review of <https://entapps.indot.in.gov/MS4/> by FCE on September 13, 2022, this project is not located in an Urban Area Boundary. No impacts are expected.

Not in a Public Water System Location:

Based on a desktop review, a site visit on October 6, 2021 by FCE, and the aerial map of the project area (Appendix B, page 4), no public water systems were identified. Therefore, no impacts are expected.

Outside of Sole Source Aquifer (SSA):

The project is located in White 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/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

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Floodplains	Presence	Impacts	
		Yes	No
Project located within a regulated floodplain	X	X	
Longitudinal encroachment			
Transverse encroachment	X	X	
Homes located in floodplain within 1000' up/downstream from project			

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 Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by BFS on September 23, 2022, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 21). An ECL was sent on September 12, 2022, to the local Floodplain Administrator. White County Area Plan Commission (WCAPC) responded on September 13, 2022 (Appendix C, page 15), indicating that acquisition of permanent ROW is subject to an administrative subdivision process and approval (the project designer will provide the county staff with the proposed ROW acquisition documents. The WCAPC will review and log the proposed ROW. Then, the documents will be forwarded to the Auditor's office to be recorded). This review process does not require a permit, but allows the WCAPC to note changes in right-of-way boundaries.

Also, a local floodplain permit will be required for the bridge work unless it can be demonstrated that the project qualifies for an IDNR-DFW exemption.

This project qualifies for IDNR Construction in a Floodway (CIF) exemption by meeting the following criteria:

- 1) The project is a county highway project (this is a White County project on S CR 100 E)
- 2) The project is a bridge project (the project will replace White County Bridge 91-00180)
- 3) The project is located in a rural area (the project is located outside the corporate boundaries of a consolidated or an incorporated city or town)
- 4) The cross stream has an upstream drainage area of less than fifty (50) square miles (the drainage area upstream calculated by IDNR Division of Water is 49.58 square miles (Appendix F, page 23))

This project qualifies as a Category 4 per the current INDOT CE Manual. Category 4 projects involve replacing an existing drainage structure on essentially the same alignment and no substantial impacts are predicted. The manual states: No homes are located within the base floodplain within 1,000 feet upstream and no homes are 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. Include the following, if applicable: A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

The IDNR-DFW responded to early coordination on October 12, 2022 (Appendix C, pages 19 to 22) stating that the project will require the formal approval for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption. The project qualifies for an IDNR-DFW exemption.

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Farmland	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*) <u>120</u>			
<i>*If 160 or greater, see CE Manual for guidance.</i>			

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 October 6, 2021, by FCE, and the aerial map of the project area (Appendix B, page 4), the project will convert 0.03 acre of farmland as defined by the Farmland Protection Policy Act. An ECL was sent on September 12, 2022, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 120 on the NRCS-CPA-106 Form (Appendix C, page 24). The project requires approximately 0.58 acre of ROW from agricultural land, and approximately 0.03 acres of prime farmland will be converted. The farmland acreage amount from the NRCS form is different from the amount shown in the ROW table as the 0.03 acre is the amount of tilled land available for farming and the 0.58 acre consists of all land outside of the roadway that is not classified as Existing Pavement or Forest. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA Category(ies) and Type(s) B-4, B-12 INDOT Approval Date(s) January 2, 2023 N/A

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 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)

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.

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On January 2, 2023, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 4 and Type 12, under the Minor Projects Programmatic Agreement, (Appendix D, pages 1 to 6):

Category B, Type 4 involves the Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators.

Category B, Type 12 involves the replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed).

The project is occurring in previously disturbed soils.

Above ground resources:

An INDOT-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) list for White County. No listed resources are present within 0.15 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.

Archaeological check:

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by NS Services (Bennett 2022).

No archaeological sites were previously recorded within or adjacent to the project area. A 1.1-acre survey area was investigated via a combination of systematic shovel probing (n=13), pedestrian survey in tilled agricultural fields, and visual inspection of obviously disturbed areas. No archaeological resources were documented as a result of the survey and no additional investigation is recommended (Bennett 2022). Therefore, there are no archaeological concerns provided that the project scope does not change.

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>
Parks and Other Recreational Land			
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"/>
Wildlife and Waterfowl Refuges			
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"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Evaluations</u>			
<u>Prepared</u>			
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.

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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 4), and the RFI report (Appendix E, page 2) there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research, by the site visit on October 6, 2021, by FCE, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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 two properties in White County (Appendix I, page 10). 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

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

Yes	No
X	
	X
	X
X	
	X

Location in STIP: Page 291 of 294 Fiscal Year (FY) 2024 - 2028

Name of MPO (if applicable): _____

Location in TIP (if applicable): _____

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.

This project is included in the FY 2024 – 2028 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).

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This project is located in White County, which is currently in attainment for all criteria pollutants according to IDEM. 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

Noise

Yes

No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

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

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

Yes

No

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)

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 proposed action complies with the local/regional development patterns for the area. This project is not of regional transportation significance and will not have a significant impact on community cohesion. The funding for this project will come from established accounts so there will not be an increase in local tax rates or assessments. Also, no change in property values of the properties surrounding the project area is anticipated to occur as a result of this project. Therefore, the proposed action will not cause any economic impacts.

A review of White County website, <https://www.in.gov/counties/white/festivals/>, on September 17, 2022 by FCE, did not indicate any community events or local activities, such as fairs or festivals, located along S CR 100 E, that will be impacted by the project.

The project will involve a temporary detour for approximately 6 months for the replacement of the existing bridge. Only temporary impacts to local traffic patterns are expected.

There are no pedestrian facilities in the project area, and no pedestrian facilities are proposed. Therefore, the project is considered to comply with the plan because it does not impede the plan, now or into the future.

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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 4), and the RFI report (Appendix E, page 2) there are no public facilities within the 0.5 mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on October 06, 2021, by FCE. Therefore, no impacts are expected.

The MOT for the project will require a road closure detouring all vehicles. The proposed detour route (Appendix B, page 12) for northbound traffic on S CR 100 E would include traveling west on W CR 350 S to north on SR 43 to east on E Smithson Rd. back to S CR 100 E (reverse for southbound traffic detour). This detour is approximately 3.70 miles long and it will add approximately 2.70 miles of travel to through traffic. It is anticipated that construction may last 6 months.

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.

There are no public-use airports within 3.8 miles of the project site. The INDOT Office of Aviation responded to early coordination on September 14, 2022 (Appendix C, page 16) stating that no tall structure permit is required for the project if all equipment being used is under 200 feet in height.

On August 11, 2023 an email was sent to Mr. William Schroeder with Schroeder Farms Swine Division Incorporated, 779 E. Smithson Rd., located within 0.5 mile of the project site, to notify him of the detour that will be established to maintain traffic during construction of the bridge (Appendix C, page 55). Mr. Schroeder indicated on a telephone call on August 11, 2023 that there are no concerns with the MOT as long as the road could be open by September of the year the bridge is replaced. A recommendation is included in the Environmental Commitments section of this CE document for the Contractor to keep Schroeder Farms Swine Division Incorporated informed of the MOT during construction, especially if the project is not completed by September of the year the bridge is replaced.

Utility coordination for this project has been initiated. The following utilities have been identified as being located within and near the project area:

- Carroll White R.E.M.C
- Indiana Crossroads Wind Farm LLC
- Lumen
- Nipsco Electric
- Nipsco Gas

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?

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

Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

Will the project result in adversely high and disproportionate impacts to EJ populations?

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

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 or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

EJ Analysis, No EJ Populations

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

Indiana Department of Transportation

County White

Route S CR 100 E

Des. No. 2003033

project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require approximately 1.00 acre of permanent right-of-way and no relocations. 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 White County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9584. 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 American Community Survey 5-year estimates data (2017 through 2021) was obtained from the U.S. Census Bureau website (<https://data.census.gov/cedsci/>) on June 1, 2023, by FCE. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC - White County	AC - Census Tract 9584, White County, Indiana
Percent Minority	8.8%	0.5%
125% of COC	11.0 %	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	8.6%	4.8%
125% of COC	10.8%	AC < 125% COC
EJ Population of Concern		No

AC Census Tract 9584 has a percent minority of 0.5% which is below 50% and is below the 125% COC threshold. Therefore, AC does not contain minority populations of EJ concern.

AC Census Tract 9584 has a percent low-income of 4.8%. This is below 50% and below 125% of the COC. Therefore, no populations of EJ concern exist.

Conclusion

The project would only require minimal strip ROW, require no relocations, and will not disrupt community cohesion or create a physical barrier. There will be no disproportionately high and adverse environmental or health impacts to populations of EJ concern as a result of this project. No further environmental justice analysis is warranted. Should the scope of work change or the amount of ROW, INDOT-ESD should be contacted immediately to determine if the EJ Analysis would need to be reinitiated. The census data sheets, map, and calculations can be found in Appendix J, pages 1 to 6. No further environmental justice analysis is warranted.

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.

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

- 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?

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): January 30, 2023

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, the RFI was completed on January 26, 2023 by FCE and INDOT SAM provided their concurrence on January 30, 2023 (Appendix E, Page 5). One (1) confined feeding operation is located approximately 0.36 mile northwest of the project area. Document 82832066 on Virtual File Cabinet indicates that an inspection that took place on 8/29/19 resulted in no violations observed. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

- Nationwide Permit (NWP)

X

- Regional General Permit (RGP)

--
- Individual Permit (IP)

--
- Other

--

IN Department of Environmental Management (401/Rule 5)

- Nationwide Permit (NWP)

X

- Regional General Permit (RGP)

--
- Individual Permit (IP)

--
- Isolated Wetlands

--
- Rule 5

--
- Other

--

IN Department of Natural Resources

- Construction in a Floodway

--
- Navigable Waterway Permit

--
- Other

--

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."

The following permits will likely be needed for this project:

- 404 NWP and IDEM NWP (permanent impacts below the OHWM)

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The project qualifies for a Construction in a Floodway exemption. Local and IDNR floodway permits are not 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.

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 and INDOT LaPorte District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) 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 or IDEM permit. (INDOT EWPO)
- 4) Structure 91-00180 on S CR 100 E over Big Creek Ditch and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the 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/RSP. (INDOT ESD and INDOT LaPorte District)
- 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 September 28, 2024, 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) Big Creek Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
- 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 for tree removal when bats are not likely to be present, or limit tree

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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, IDNR-DFW)

- 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)
- 13) It is the responsibility of the Contractor to keep Schroeder Farms Swine Division Incorporated (SFSDI) informed of the MOT during construction, especially if the project is not completed by September of the year the bridge is replaced. SFSDI can be contacted at: William Schroeder, Schroeder Farms Swine Division Incorporated, 779 E. Smithson Rd., Reynolds, IN 47980, Ph: 219-984-5178, Email: billschroeder1954@gmail.com. (INDOT ESD)
- 14) Acquisition of permanent ROW is subject to an administrative subdivision process and approval by the White County Area Plan Commission (WCAPC). After approval of ROW engineering plans, but before ROW acquisition is completed, it is the responsibility of the project designer to provide ROW documents to WCAPC for their review, approval, and further processing. The WCAPC can be contacted at: Joseph Rogers, Executive Director, P.O. Box 851, Monticello, IN 47960, Ph: 574-583-7355, Email: joe.rogers@whitecounty.in.gov. (INDOT ESD)

For Further Consideration:

- 15) Riprap or other hard bank stabilization materials should be used only at the toe of the side slopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://efotg.sc.egov.usda.gov/references/public/IA/Chapter-16_Streambank_and_Shoreline_Protection.pdf. (IDNR-DFW)
- 16) Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife. (IDNR-DFW)
- 17) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pump-arounds. (IDNR-DFW)
- 18) 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)
- 19) Avoid all work within the inundated part of the stream channel 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. (USFWS)
- 20) 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)
- 21) 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)
- 22) 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. (USFWS)

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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs ⁷)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level					
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ 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.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ 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.

¹¹ 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

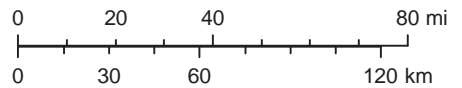
STATE OF INDIANA



WHITE COUNTY

Project Location

1:2,500,000

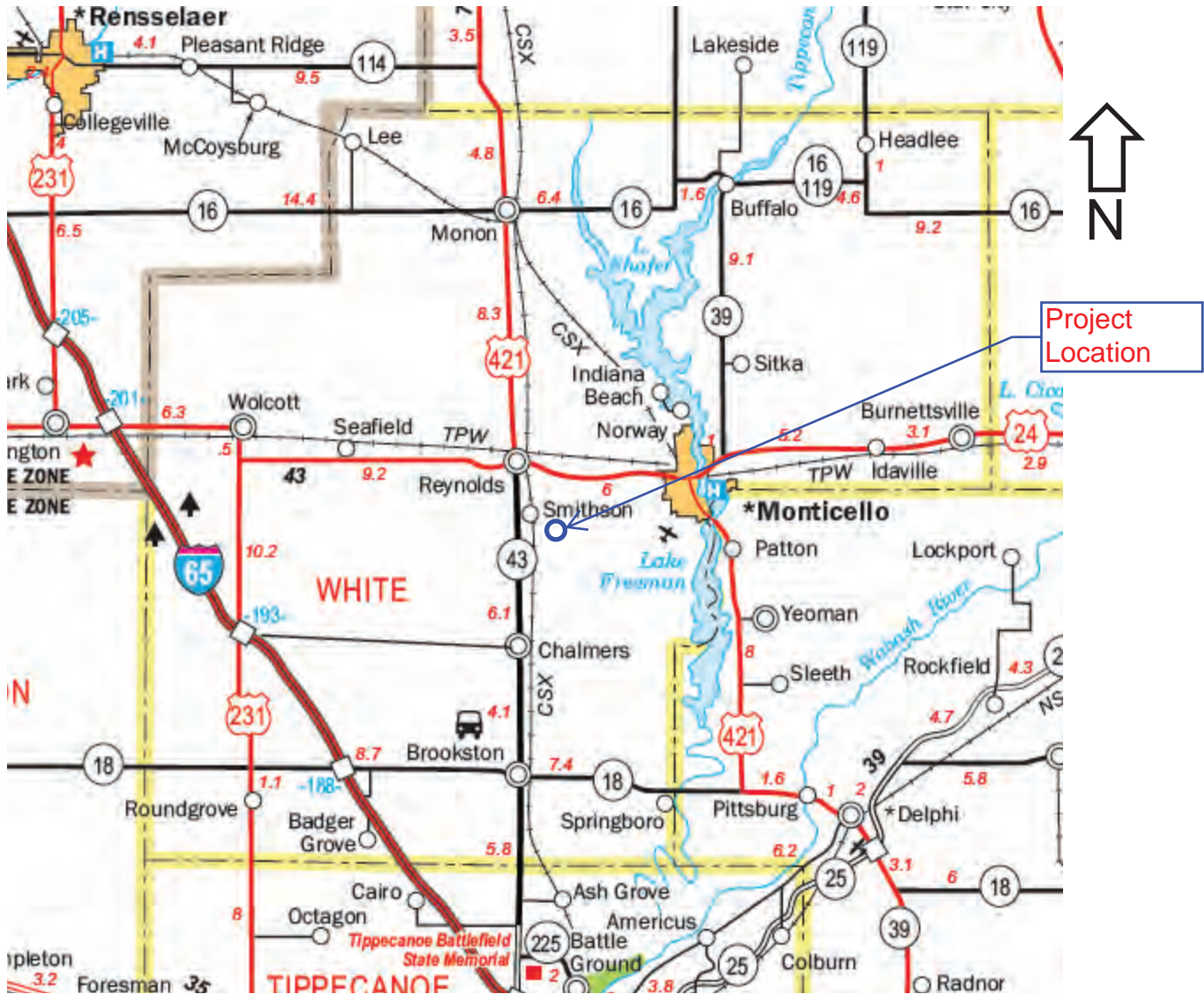


S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana

Indiana Department of Transportation (INDOT), U.S. Census Bureau (USCB),
Indiana Geographic Information Council (IGIC), UITS, Indiana Spatial Data
Portal

B-1

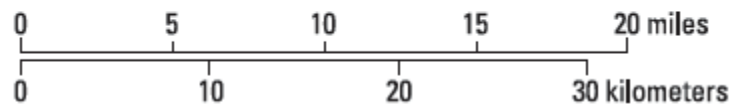
FRANCO CONSULTING ENGINEERS



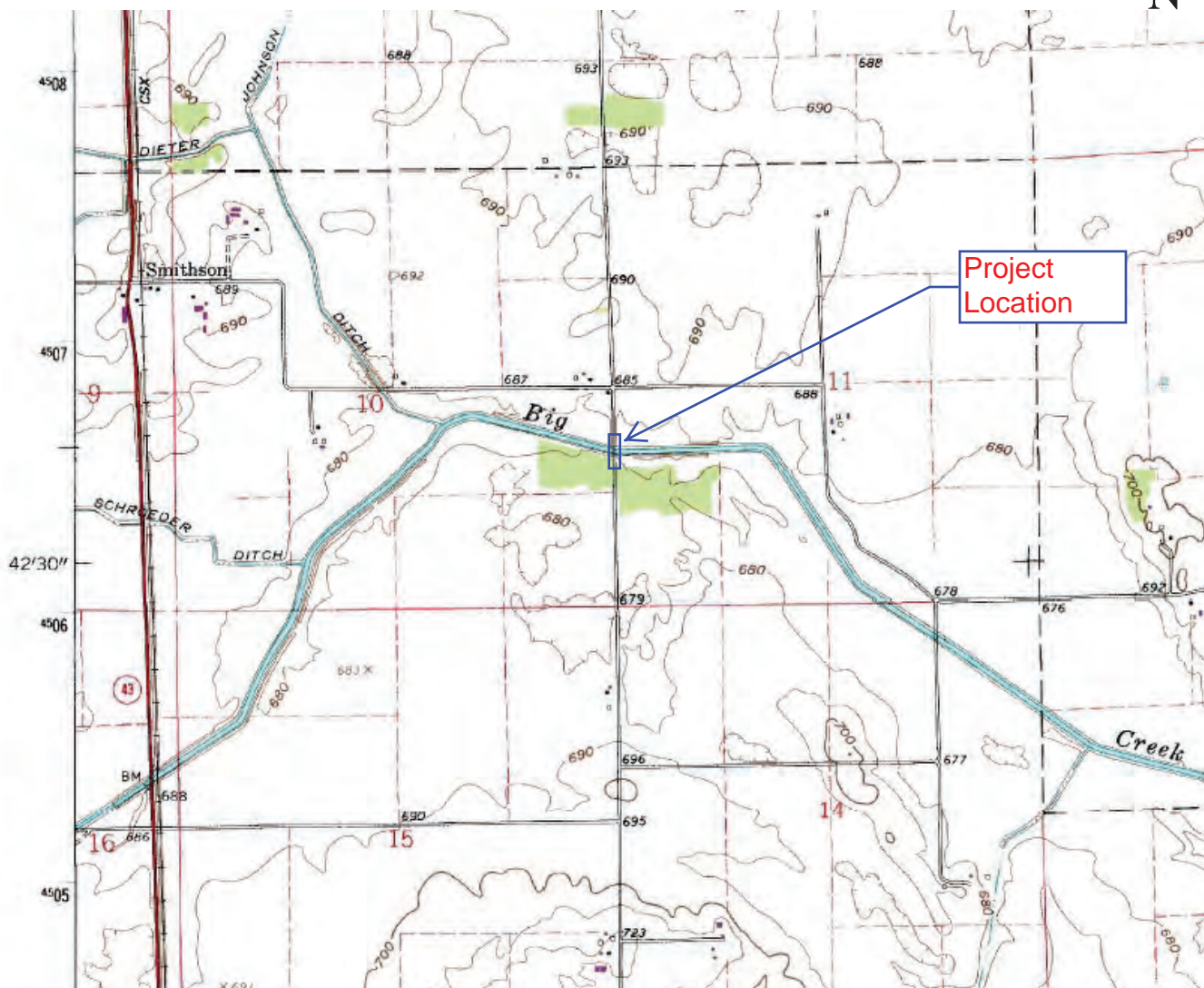
WHITE COUNTY

S CR 100 E over Big Creek Ditch
 Des. No. 2003033, Bridge Replacement
 White County, Indiana

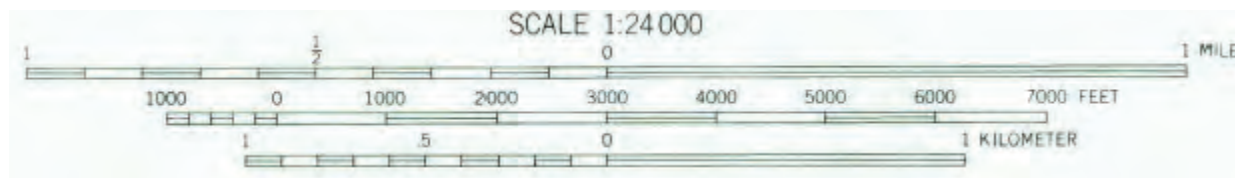
MILEAGE SCALE



MAP DATA: INDIANA DEPARTMENT OF TRANSPORTATION ROADWAY MAP 2021



S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana



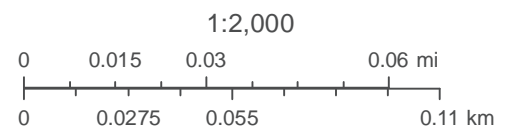
Section 10 and 11, T-26-N, R-4-W
Big Creek Township, White County
Map Data: USGS, State: Indiana
Topo Map Source: Monticello South
Map Source Year: Revised 1987

Aerial Site Map



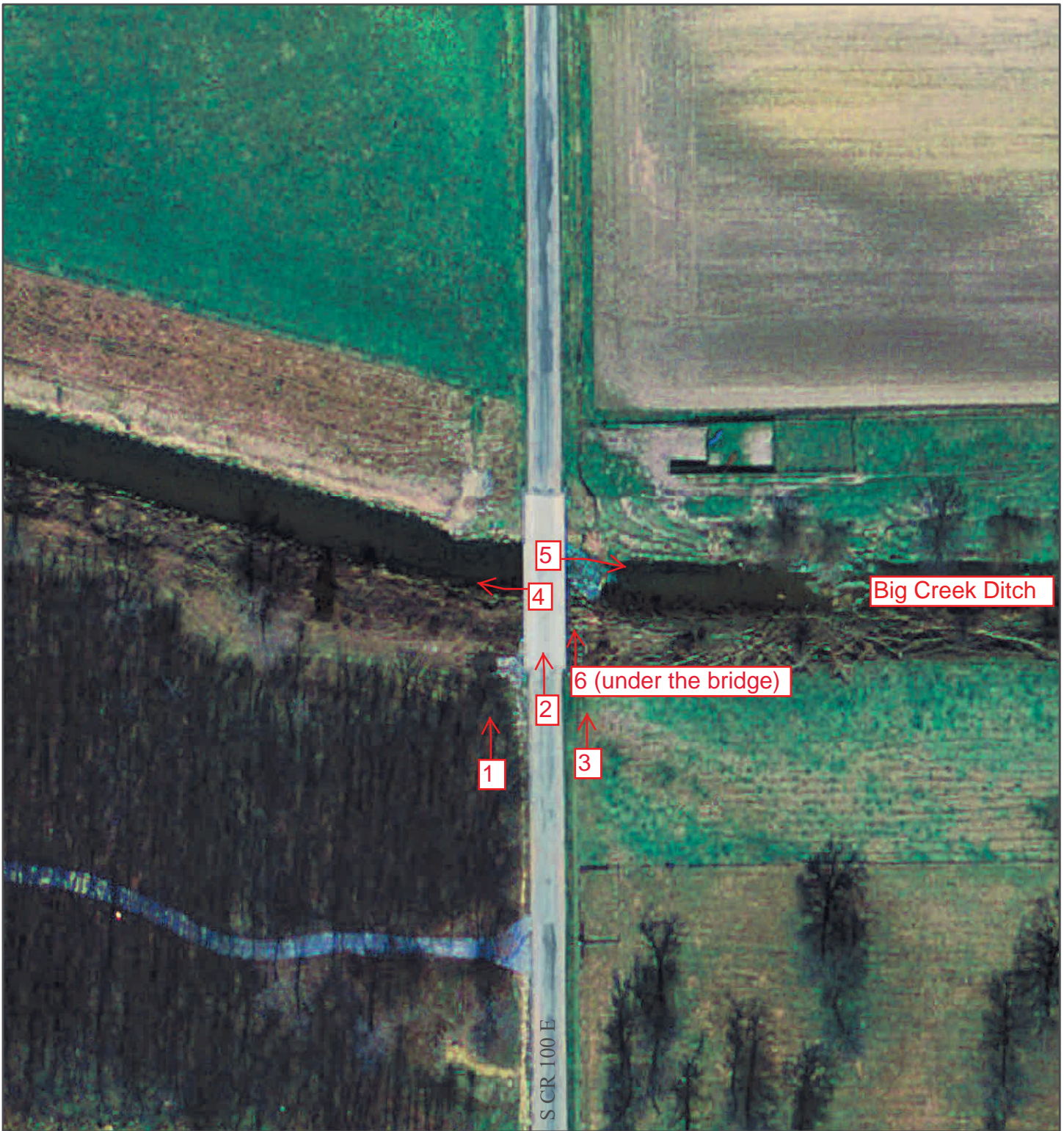
September 7, 2022

S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana



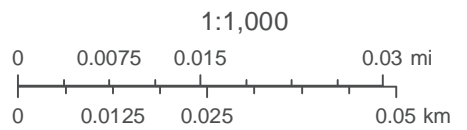
Indiana Spatial Data Portal, UITS, ESRI

Aerial Photo Key Map



September 7, 2022

S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana



Indiana Spatial Data Portal, UITS, ESRI



Photograph # 1 at southwest corner of bridge, looking north across Big Creek Ditch upstream

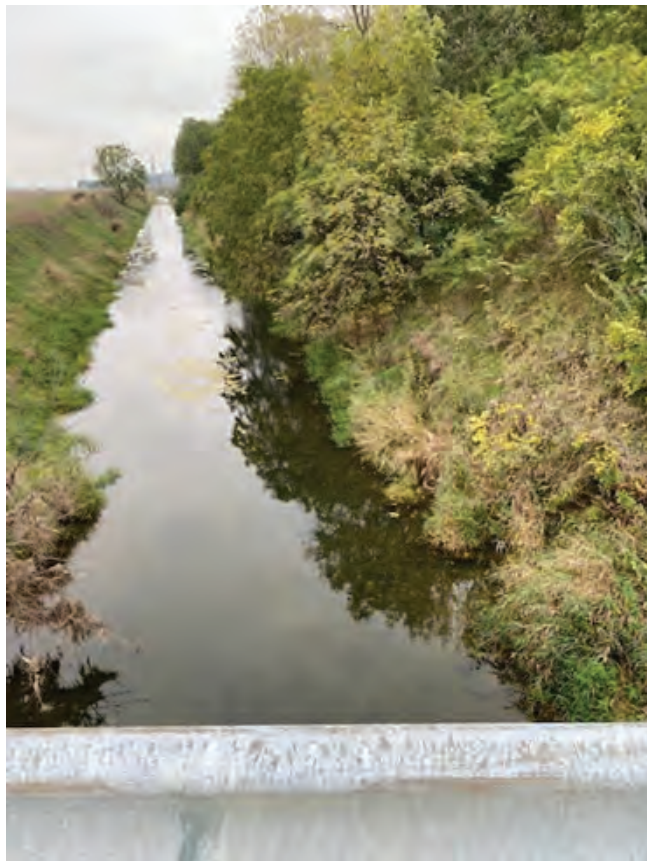


Photograph # 2 south end of bridge, looking north

S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana (Photos taken 10-06-2021)



Photograph # 3 at southeast corner of bridge, looking north across Big Creek Ditch downstream



Photograph # 4 on the bridge, looking west upstream

S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana (Photos taken 10-06-2021)



Photograph # 5 on the bridge, looking east downstream

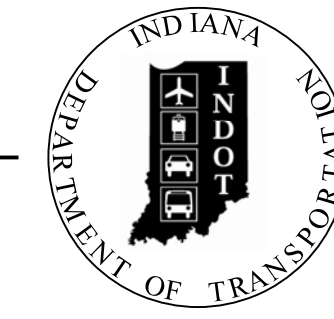


Photograph # 6 under the bridge, looking north across Big Creek Ditch
S CR 100 E over Big Creek Ditch,
Des. No. 2003033, Bridge Replacement
White County, Indiana (Photos taken 10-06-2021)

PROJECT	DESIGNATION
2003033	2003033
CONTRACT	BRIDGE FILE
B-44105	91-00180 B

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
91-00180 B	Composite Prestressed Spread Concrete Box Beam Bridge	3 Spans: 37'-9", 38'-6" & 37'-9" Skew: 8°00'00" Rt.	Big Creek Ditch	15+95.00 Line "A"

INDIANA DEPARTMENT OF TRANSPORTATION



BRIDGE PLANS FOR SPANS OVER 20 FEET

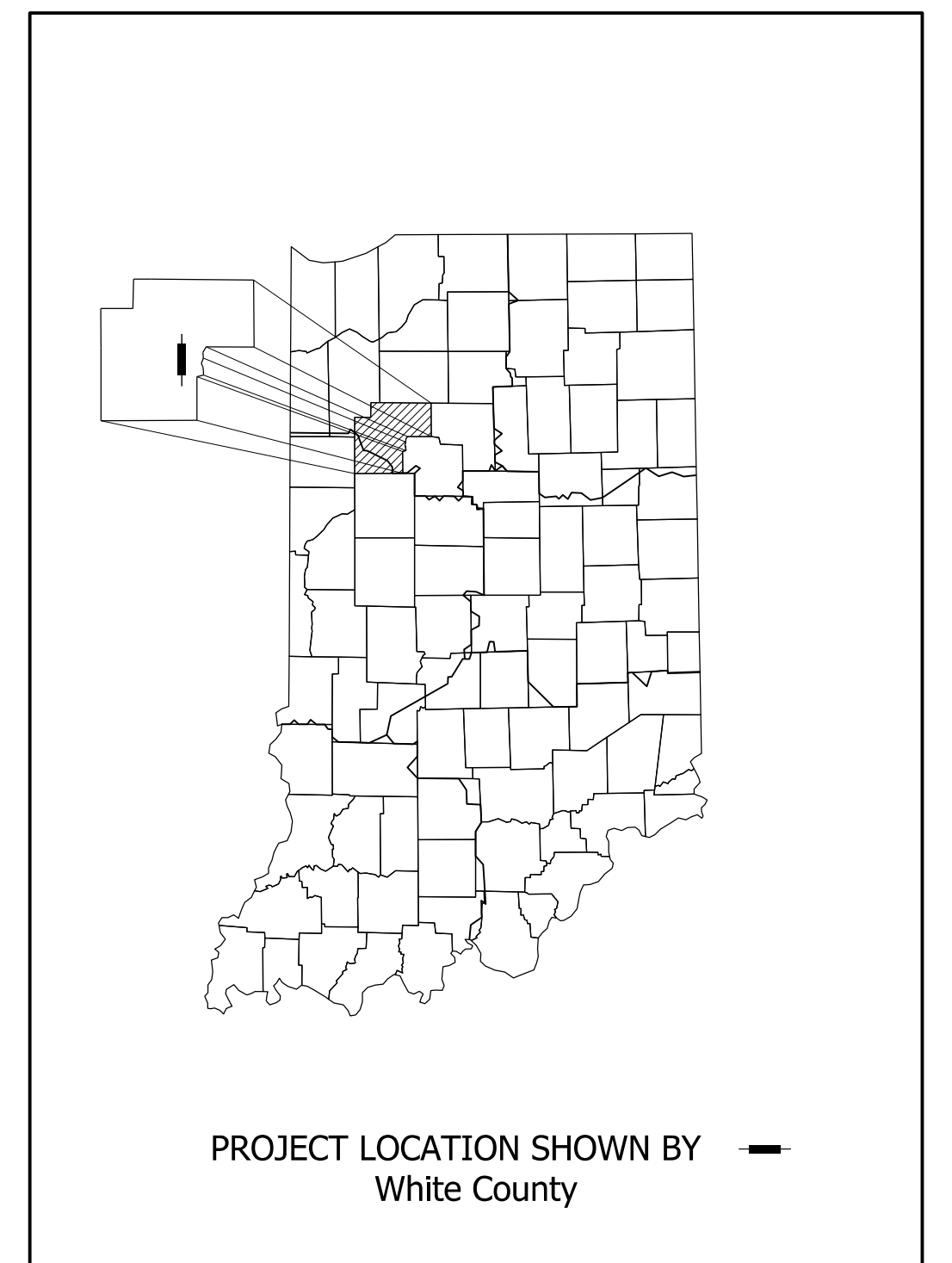
ROUTE: CR 100 EAST

PROJECT NO. 2003033 P.E.
2003033 CONST.
2003033 R/W

TRAFFIC DATA		
A.A.D.T. (2026)		170 V.P.D.
A.A.D.T. (2046)		210 V.P.D.
D.H.V (2046)		11 V.P.H.
DIRECTIONAL DISTRIBUTION		50 %
TRUCKS		5% A.A.D.T. N/A D.H.V.
DESIGN DATA		
DESIGN SPEED		55 M.P.H.
PROJECT DESIGN CRITERIA		3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION		LOCAL ROAD
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		NONE



Bridge Replacement on CR 100 E over Big Creek Ditch
Located 0.14 miles south of Smithson Road
Sections 10 & 11, T-26-N, R-4-W, Big Creek Township, White County, Indiana



Approved By: White County Board of Commissioners

David Diener (President) _____ Date _____

Steven Burton _____ Date _____

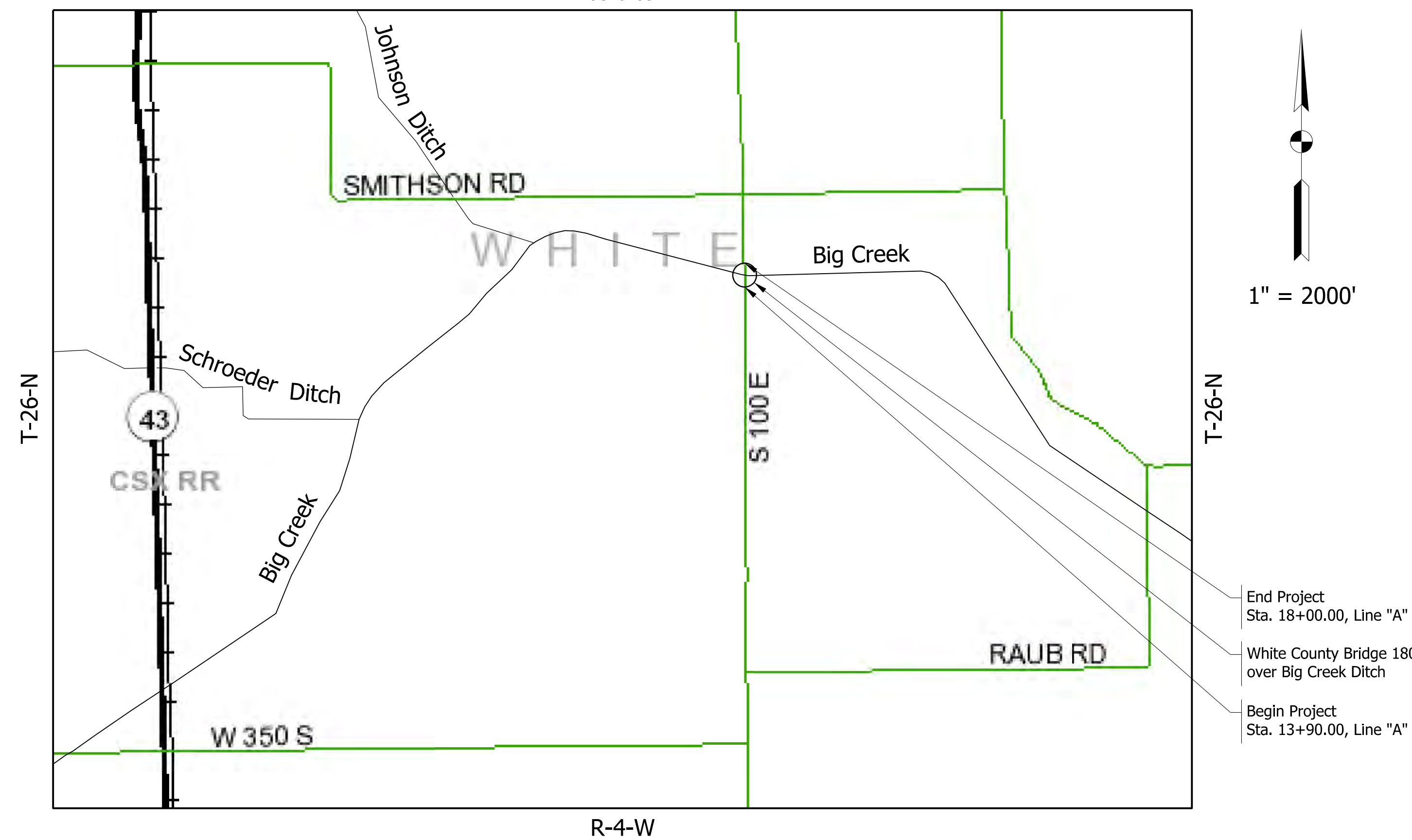
Jim Davis _____ Date _____

Attest: _____

Gayle E. Rogers (Auditor) _____ Date _____

Recommended for Approval: _____

Mike Kyburz (Highway Superintendent)
Employee in Responsible Charge (ERC) _____ Date _____



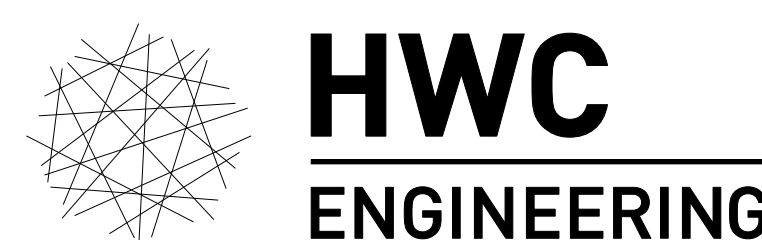
LATITUDE: 40° 42' 43" N LONGITUDE: 86° 51' 05" W

BRIDGE LENGTH: 0.022 MI.
ROADWAY LENGTH: 0.056 MI.
TOTAL LENGTH: 0.078 MI.
MAX. GRADE: 2.571 %

HUC: 051201061305

NOTE TO REVIEWER
ANY QUANTITIES THAT ARE NOT COMPLETED WILL BE PROVIDED IN FUTURE SUBMISSION

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



INDIANAPOLIS - TERRE HAUTE
LAFAYETTE - MUNCIE - NEW ALBANY
www.hwcengineering.com

STAGE 1
PLAN SET
8/2022

PLANS PREPARED BY: HWC Engineering (317) 347-3663
PHONE NUMBER
CERTIFIED BY: _____ DATE _____
APPROVED FOR LETTING: _____ DATE _____
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE	
91-00180 B	DESIGNATION
2003033	PROJECT
REVISION	SHEETS
N/A	1 of 18
CONTRACT	PROJECT
B-44105	2003033

UTILITIES

<p>COMMUNICATIONS: LUMEN RELOCATIONS@LUMEN.COM</p> <p>LUMEN (CENTURYLINK) 248 W. MONROE ST. DECATUR, IN 46733 MAX DOWNEY 260-301-5540 MAXWELL.K.DOWNEY@LUMEN.COM</p> <p>GAS: NIPSCO GAS 801 E. 86TH ST. MERRILLVILLE, IN 46410 DEAN GARRETT 219-647-6260 UTILITYCOORDINATION@NISOURCE.COM</p>	<p>POWER: CARROLL WHITE R.E.M.C. (WHITE CO. REMC) 119 FRANKLIN ST. DELPHI, IN 46923 JON WHEELDON 574-583-0251 JWHEELDON@CWREMC.COM TRAVIS CURTS 574-583-0251 TCURTS@CWREMC.COM</p> <p>INDIANA CROSSROADS WIND FARM, LLC 6072 S STATE ROAD 43 CHALMERS, IN 47929 JAY WITVOET 346-293-6377 JAY.WITVOET@EDP.COM</p> <p>NIPSCO ELECTRIC 801 E 86th AVE. MERRILLVILLE, IN 46410 DEAN GARRETT 219-647-6260 UTILITYCOORDINATION@NISOURCE.COM</p>	
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INDIANA UNDERGROUND PLANT PROTECTION SERVICE, INC.



Per Indiana State Law IC-8-1-26-16, It is against the law to excavate without notifying the underground location service two (2) working days before commencing work.

INDIANA UNDERGROUND
1-800-382-5544 OR CALL 811
24 HOURS A DAY 7 DAYS A WEEK

Note: Utility Locations are shown based upon information (maps and paint marks) supplied by others, and there is no guarantee of the accuracy or completeness of said locations.

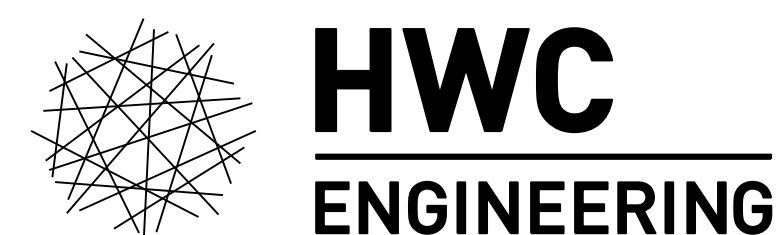
REVISIONS

SHEET NO.	DATE	REVISED

INDEX

SHEET NO.	SUBJECT
1	TITLE SHEET
2	INDEX
3	TYPICAL CROSS SECTIONS
4	MAINTENANCE OF TRAFFIC
5	PLAN AND PROFILE
6	ROADWAY CONSTRUCTION DETAILS
7 - 8	EROSION CONTROL DETAILS
9	LAYOUT
10	GENERAL PLAN
11	BRIDGE SUMMARY
12 - 13	ROAD SUMMARY
14 - 17	CROSS SECTIONS
18	DRIVE SECTIONS

PLOT: 8/17/2022 10:32:25 AM



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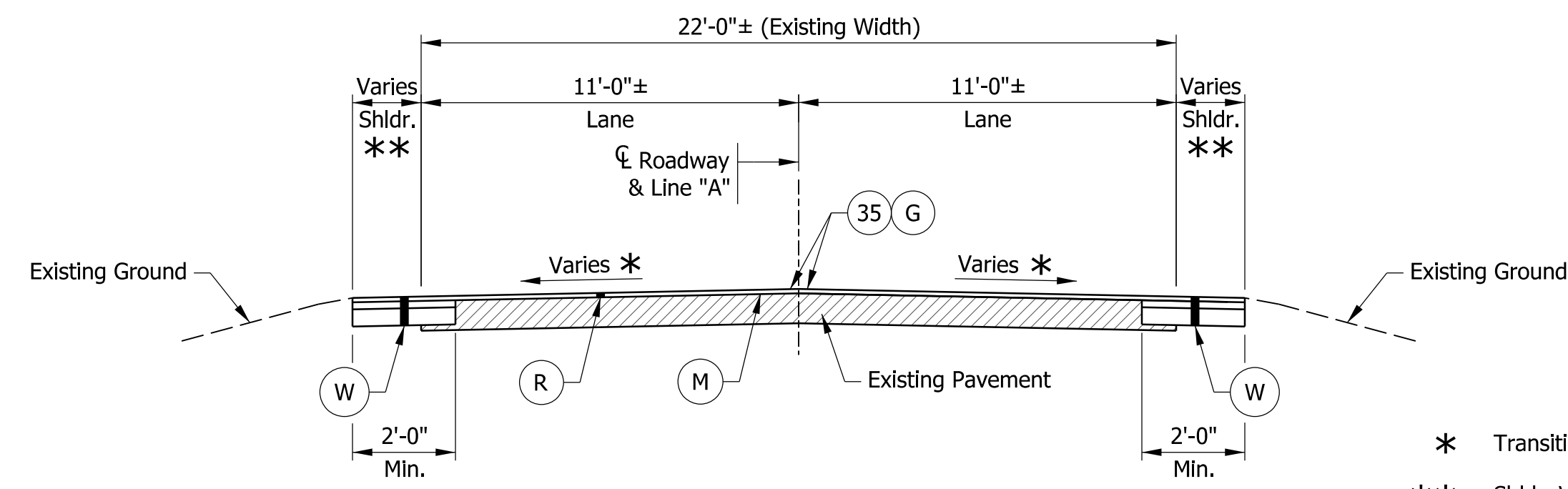
STAGE 1
PLAN SET
8/2022

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: DB	8/2022	DRAWN: AJ	8/2022
CHECKED: JI	8/2022	CHECKED: LS	8/2022

INDIANA
DEPARTMENT OF TRANSPORTATION

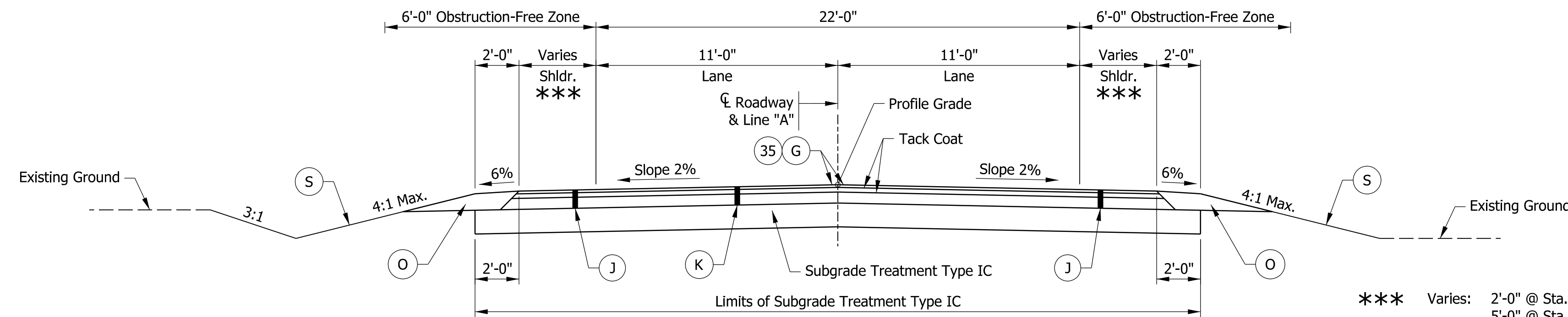
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SCALE	BRIDGE FILE	
N/A	91-00180 B	
	DESIGNATION	
	2003033	
SURVEY BOOK	SHEETS	
N/A	2 of 18	
CONTRACT	PROJECT	
B-44105	2003033	



TYPICAL INCIDENTAL SECTION
 Scale: 1/4" = 1'-0"
 Sta. 13+70.00 to Sta. 13+90.00
 Sta. 18+00.00 to Sta. 19+00.00

* Transition Cross Slope to match existing at End of Incidental.
 *** Shldr. Varies: 0'-0" @ Sta. 13+70.00 to 2'-0" @ Sta. 13+90.00
 2'-0" @ Sta. 18+00.00 to 0'-0" @ Sta. 19+00.00



TYPICAL FULL DEPTH SECTION
 Scale: 1/4" = 1'-0"
 Sta. 13+90.00 to Sta. 15+13.70
 Sta. 16+76.30 to Sta. 18+00.00

*** Varies: 2'-0" @ Sta. 13+90.00 to 5'-0" @ Sta. 15+13.70
 5'-0" @ Sta. 16+76.30 to 2'-0" @ Sta. 18+00.00

TYPICAL DITCH SECTION

TYPICAL FILL SECTION

NOTE TO REVIEWER

PAVEMENT DESIGN ESTIMATED
 PER DESIGN MEMO 22-03

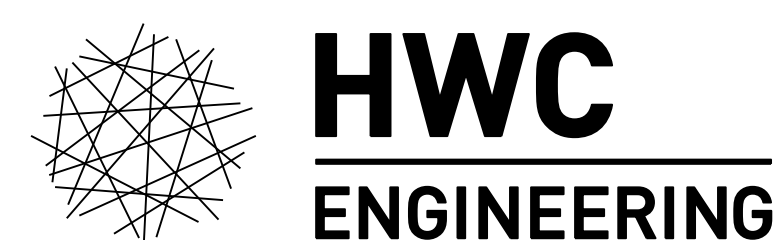
LEGEND

- (J) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 3, 64, Base 25.0 mm on Subgrade Treatment, Type IC on Geotextile for Pavement, Type 2B
- (K) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 3, 64, Base 25.0 mm on Subgrade Treatment, Type IC on Geotextile for Pavement, Type 2B
- (M) Transition Milling
- (O) Variable-Depth Compacted Aggregate No. 53
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm
- (S) Mulched Seeding, R and Erosion Control Blankets (see Erosion Control Plan)
- (W) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm on Widening with HMA, Type B, consisting of 275 lb/syd HMA Widening, Intermediate, Type B on 660 lb/syd HMA Widening, Base, Type B on Subgrade Treatment, Type IC
- (35) Line, Multi-Component, Solid, Yellow, 4 in.
- (G) Grooving for Pavement Markings

NOTES

1. Tack Coat shall be applied between all layers of Asphalt.
2. Longitudinal Joint Adhesive is required for Surface and Intermediate layers of Asphalt.
3. Liquid Asphalt Sealant is required on Surface layer over longitudinal joint applied at 24" width.
4. For additional roadway construction details, see sheet 6.

PLOT: 8/17/2022 10:32:26 AM



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STAGE 1
 PLAN SET
 8/2022

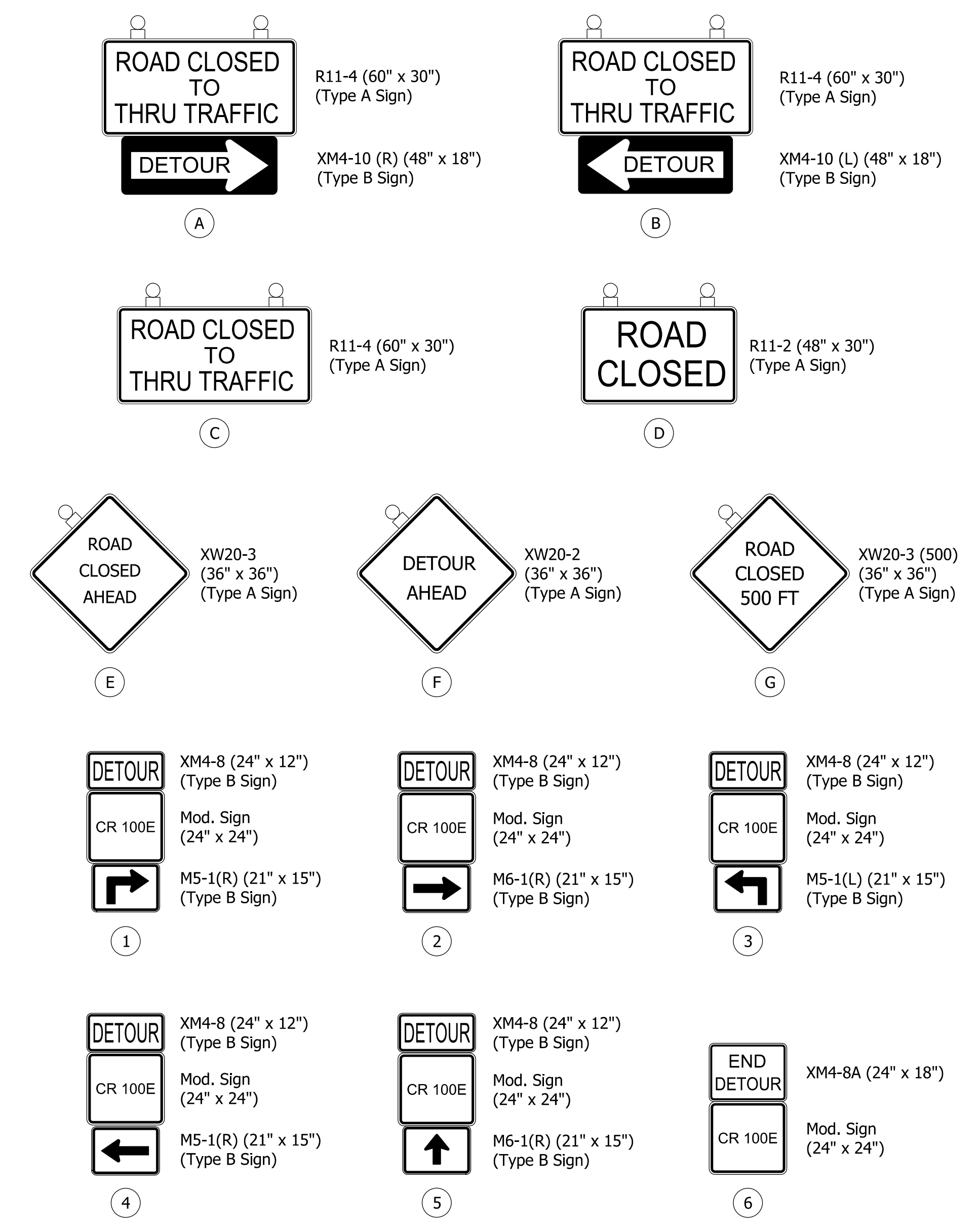
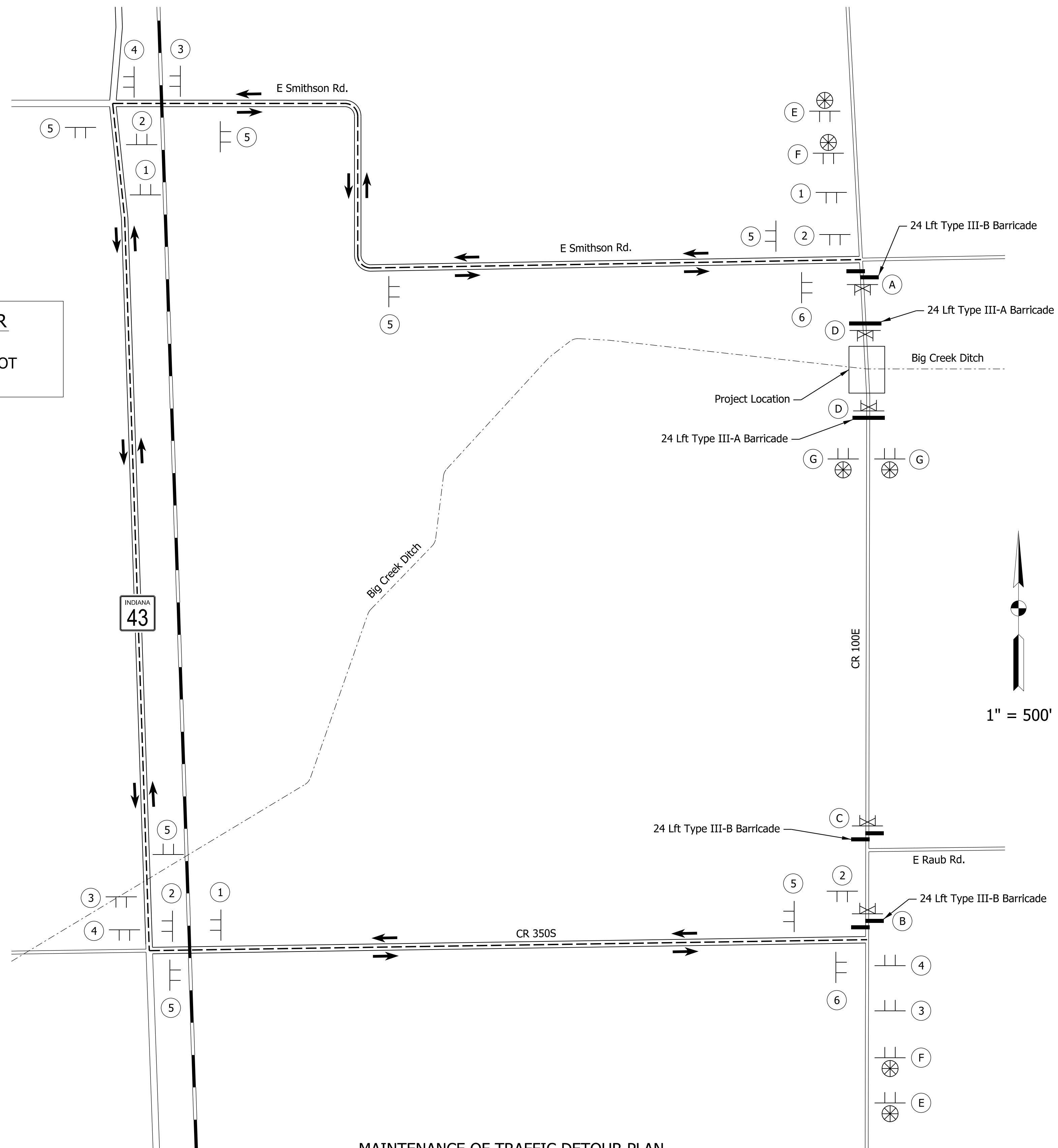
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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CHECKED: JI	8/2022	CHECKED: LS

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TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
AS NOTED	91-00180 B
	DESIGNATION
	2003033
SURVEY BOOK	SHEETS
N/A	3 of 18
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NOTE TO REVIEWER
 DETOUR ROUTE TO BE
 COORDINATED WITH INDOT
 FOR USE OF SR43



MAINTENANCE OF TRAFFIC QUANTITIES			
Designation	Item	Unit	Quantity
(A) (B) (C) (D)	Road Closure Sign Assembly	Each	5
(E) (F) (G)	Construction Sign, Type A ##	Each	8
(1) (2) (3) (4) (5) (6)	Detour Route Sign Assembly	Each	22
	Barricade, Type III-A	Lft	48
	Barricade, Type III-B	Lft	72

Quantity includes 2 XG20-5 Route Closure Notice Signs
 (Locations shall be determined by Project Engineer in the field)

NOTES

- Detour signage shall be placed in accordance with INDOT Specifications. For additional details, see Standard Drawing E-801-TCDDT-01.
- Advanced notice of closure (XG20-5 signs) shall be placed at least 7 days prior to start of construction.
- Directional Detour signs assemblies shall be located 100 ft. to 200 ft. in advance of all required turns within the Detour limits.
- Confirming Detour sign assemblies shall be located 200 ft. after all required turns as well as not be spaced by more than 3 miles within the Detour limits.
- Detour signage locations may not be shown to scale and should be confirmed in the field by Contractor.
- Access to private drives shall be available at all times during construction.

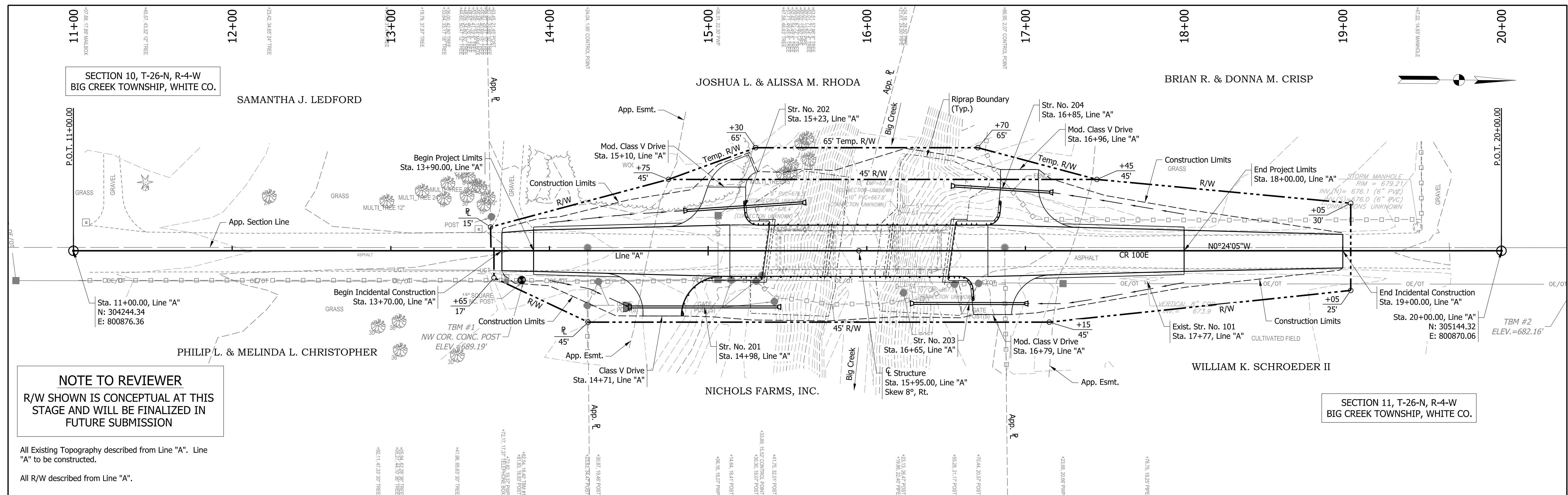
LEGEND

- ← → Detour Traffic Arrows
- Route of Detour Traffic
- Railroad
- - - Waterway
- ⊗ Construction Sign or Detour Assembly and Supports with Low Intensity Construction Warning Light, Type A
- ⊕ Typical Sign Standard (Detour Route Marker Assembly)
- ⊖ Typical Sign Standard (Road Closure Assembly)
- Standard Type III-A Barricade as Required
- Standard Type III-B Barricade as Required

MAINTENANCE OF TRAFFIC DETOUR PLAN

<p>HWC ENGINEERING INDIANAPOLIS - TERRE HAUTE LAFAYETTE - MUNCIE - NEW ALBANY www.hwcengineering.com</p>	<p>STAGE 1 PLAN SET 8/2022</p>	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC	SCALE _____ AS NOTED	BRIDGE FILE 91-00180 B
		DESIGNED: DB 8/2022 DRAWN: AJ 8/2022 CHECKED: JI 8/2022 CHECKED: LS 8/2022		SURVEY BOOK N/A	SHEETS 4 of 18

PLOT: 8/17/2022 10:32:27 AM
 W:\White County\2021-262 White Co Bridge 180\Design\CAD\04 - Sht MOT Detour.dgn



NOTE TO REVIEWER
R/W SHOWN IS CONCEPTUAL AT THIS STAGE AND WILL BE FINALIZED IN FUTURE SUBMISSION

All Existing Topography described from Line "A". Line "A" to be constructed.
All R/W described from Line "A".

SECTION 11, T-26-N, R-4-W
BIG CREEK TOWNSHIP, WHITE CO.

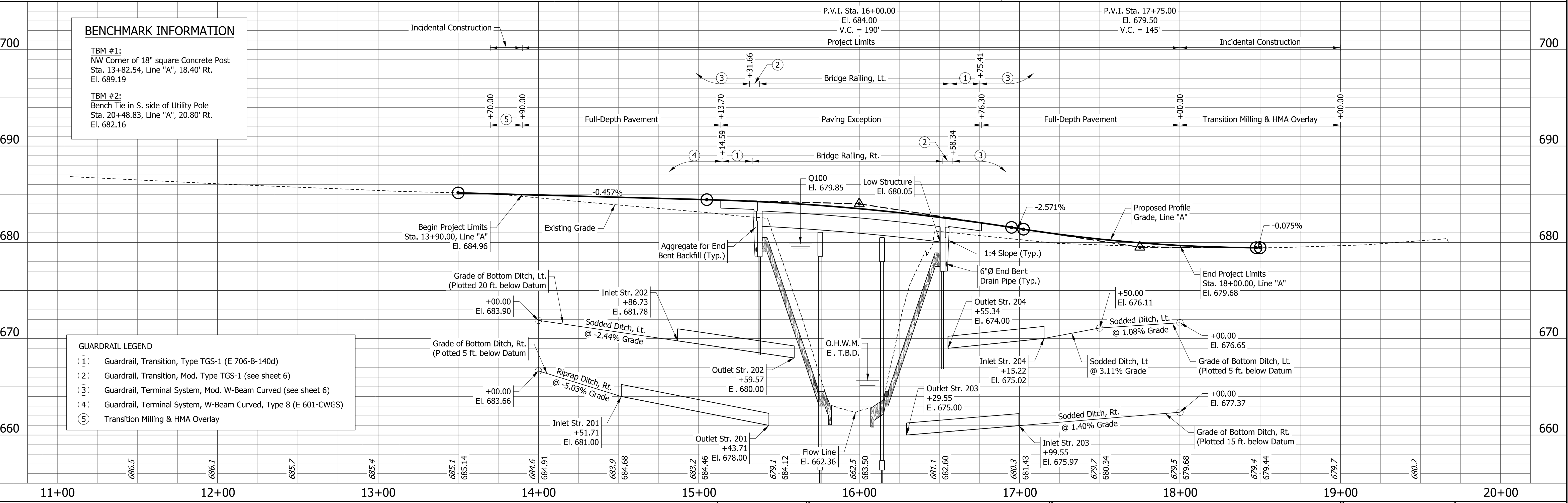
BENCHMARK INFORMATION

TBM #1:
NW Corner of 18" square Concrete Post
Sta. 13+82.54, Line "A", 18.40' Rt.
El. 689.19

TBM #2:
Bench Tie in S. side of Utility Pole
Sta. 20+48.83, Line "A", 20.80' Rt.
El. 682.16

GUARDRAIL LEGEND

- (1) Guardrail, Transition, Type TGS-1 (E 706-B-140d)
- (2) Guardrail, Transition, Mod. Type TGS-1 (see sheet 6)
- (3) Guardrail, Terminal System, Mod. W-Beam Curved (see sheet 6)
- (4) Guardrail, Terminal System, W-Beam Curved, Type 8 (E 601-CWGS)
- (5) Transition Milling & HMA Overlay



NOTE TO REVIEWER
REFERENCE TIES INFORMATION TO BE PROVIDED IN FUTURE SUBMISSION

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STAGE 1 PLAN SET
8/2022

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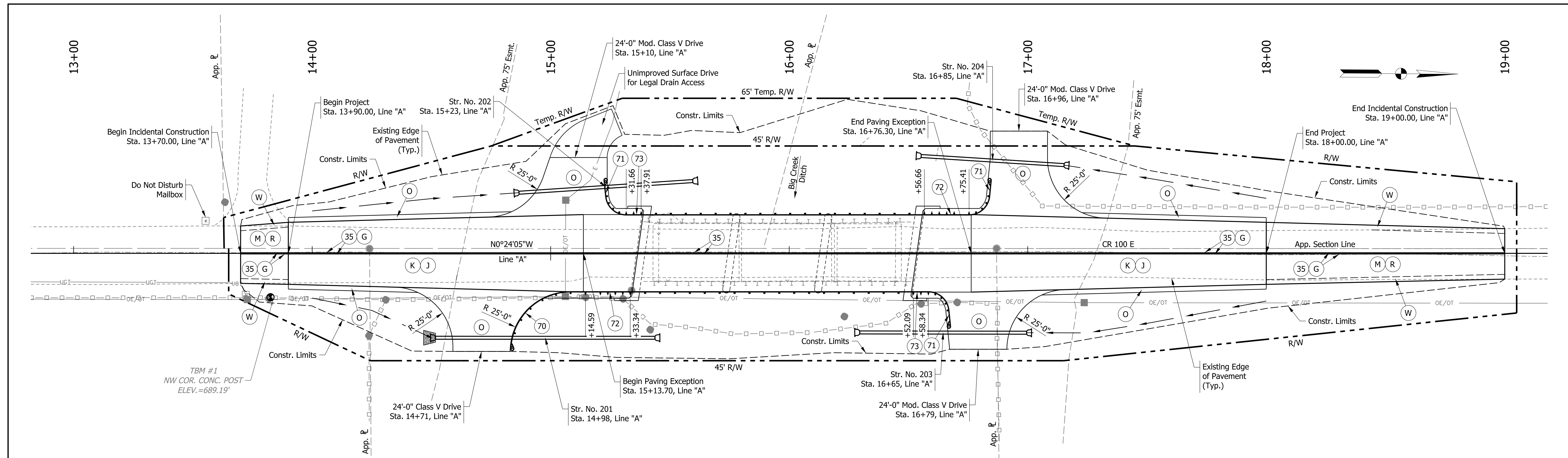
INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

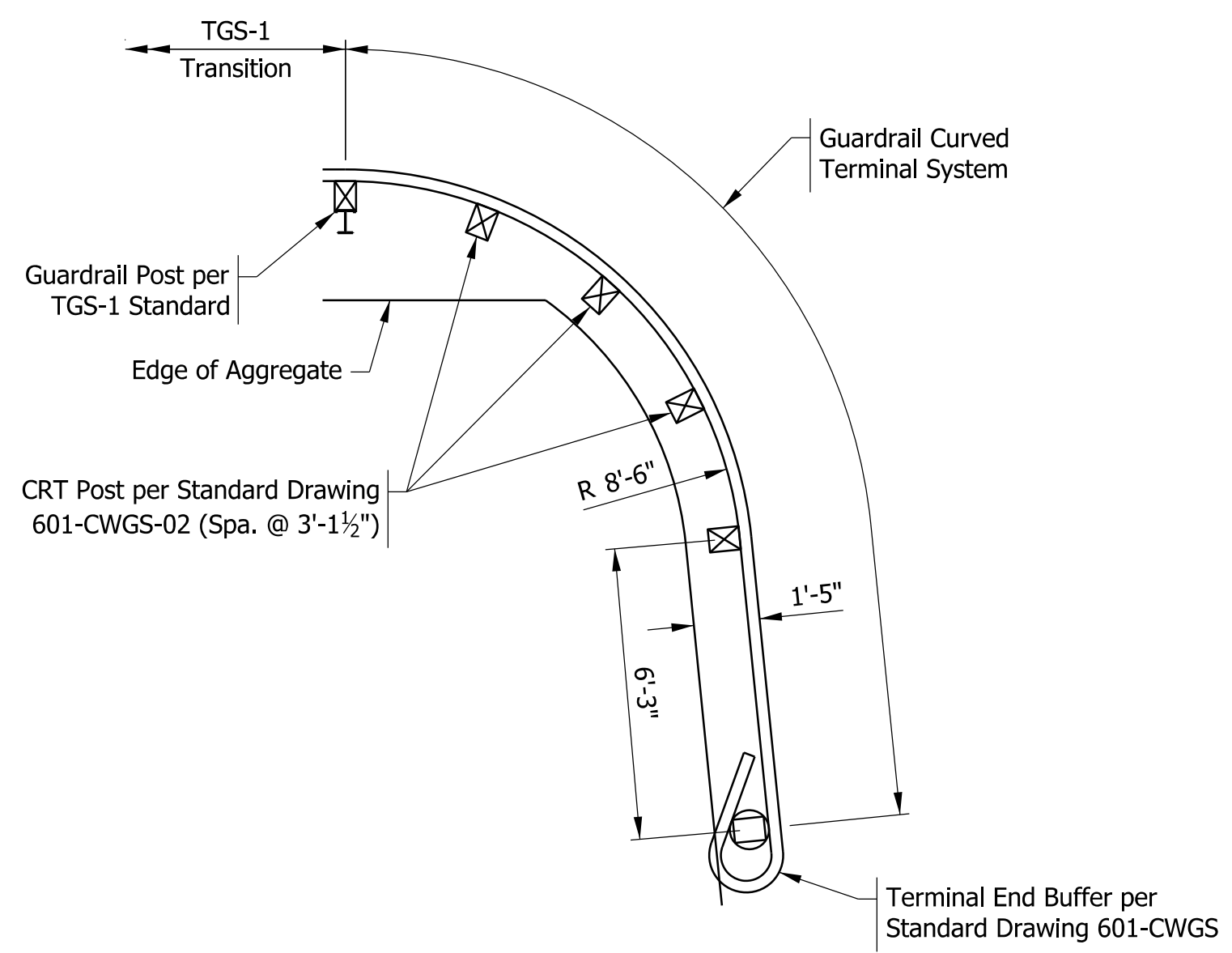
HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	91-00180 B
VERTICAL SCALE	DESIGNATION
1" = 5'	2003033
SURVEY BOOK	SHEETS
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PLOT: 8/17/2022 10:32:29 AM

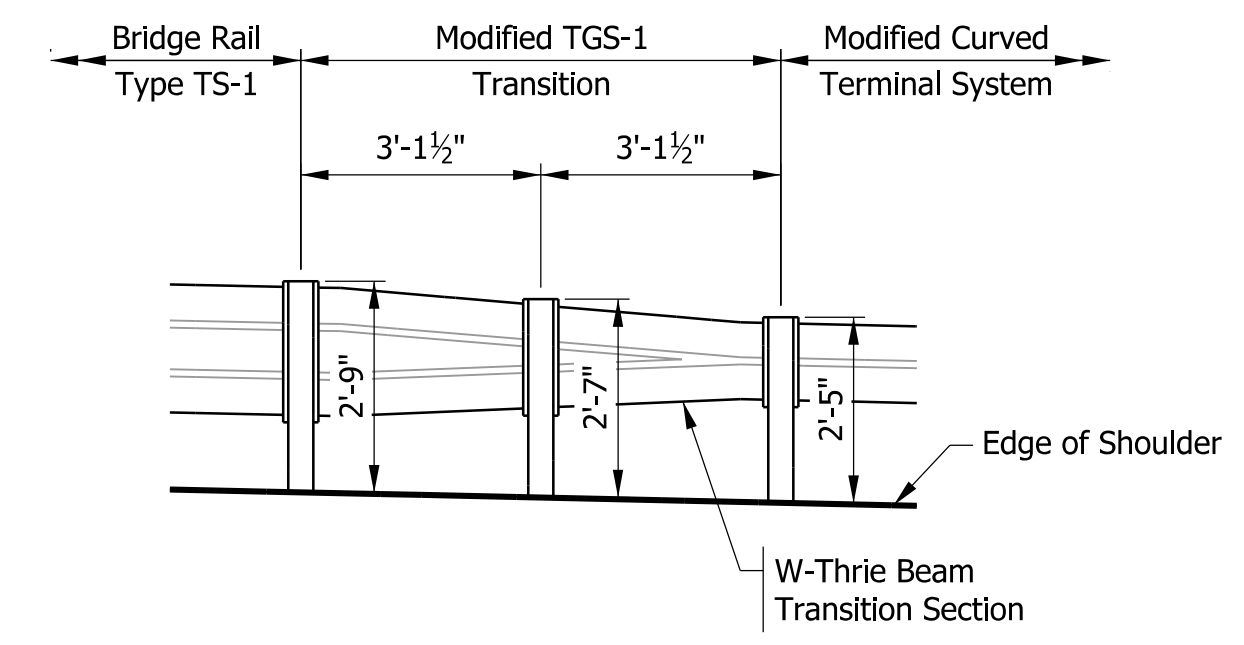
W:\White County\2021-262 White Co Bridge 180\Design\CAD\05 - Sht Plan and Profile.dgn



ROADWAY PLAN
Scale: 1" = 20'



TYPICAL MODIFIED CURVED GUARDRAIL TERMINAL SYSTEM
Not to Scale



TYPICAL MODIFIED GUARDRAIL TRANSITION
Not to Scale

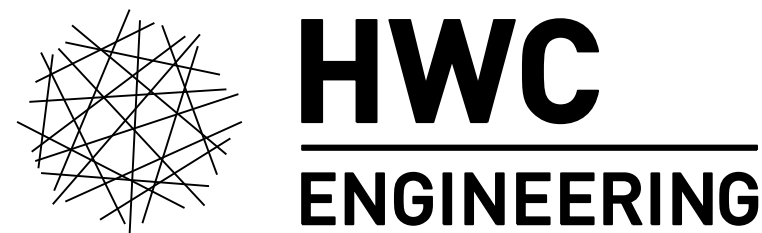
LEGEND

- (J) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate 19.0 mm on 660 lb/syd QC/QA-HMA, 3, 64, Base 25.0 mm on Subgrade Treatment, Type IC on Geotextile for Pavement, Type 2B
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- (M) Transition Milling
- (O) Variable-Depth Compacted Aggregate No. 53
- (R) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm
- (S) Mulched Seeding, R and Erosion Control Blankets (see Erosion Control Plan)
- (W) 165 lb/syd QC/QA-HMA, 3, 64, Surface 9.5 mm on Widening with HMA, Type B, consisting of 275 lb/syd HMA Widening, Intermediate, Type B on 660 lb/syd HMA Widening, Base, Type B on Subgrade Treatment, Type IC (see note 2)
- (35) Line, Multi-Component, Solid, Yellow, 4 in.
- (G) Grooving for Pavement Markings
- (70) Guardrail, Terminal System, W-Beam Curved, Type 8
- (71) Guardrail, Terminal System, W-Beam Curved, Modified (see detail)
- (72) Guardrail, Transition, Type TGS-1
- (73) Guardrail, Transition, Type TGS-1, Modified (see detail)

NOTES

1. For Roadway Typical Cross Section information, see sheet 3.
2. Full-Depth Pavement Widening shown as a minimum 2 ft. width.
3. Tack Coat shall be applied between all layers of Asphalt.
4. Longitudinal Joint Adhesive is required for Surface and Intermediate layers of Asphalt.
5. Liquid Asphalt Sealant is required on Surface layer over longitudinal joint applied at 24" width.

PLOT: 8/17/2022 10:32:31 AM



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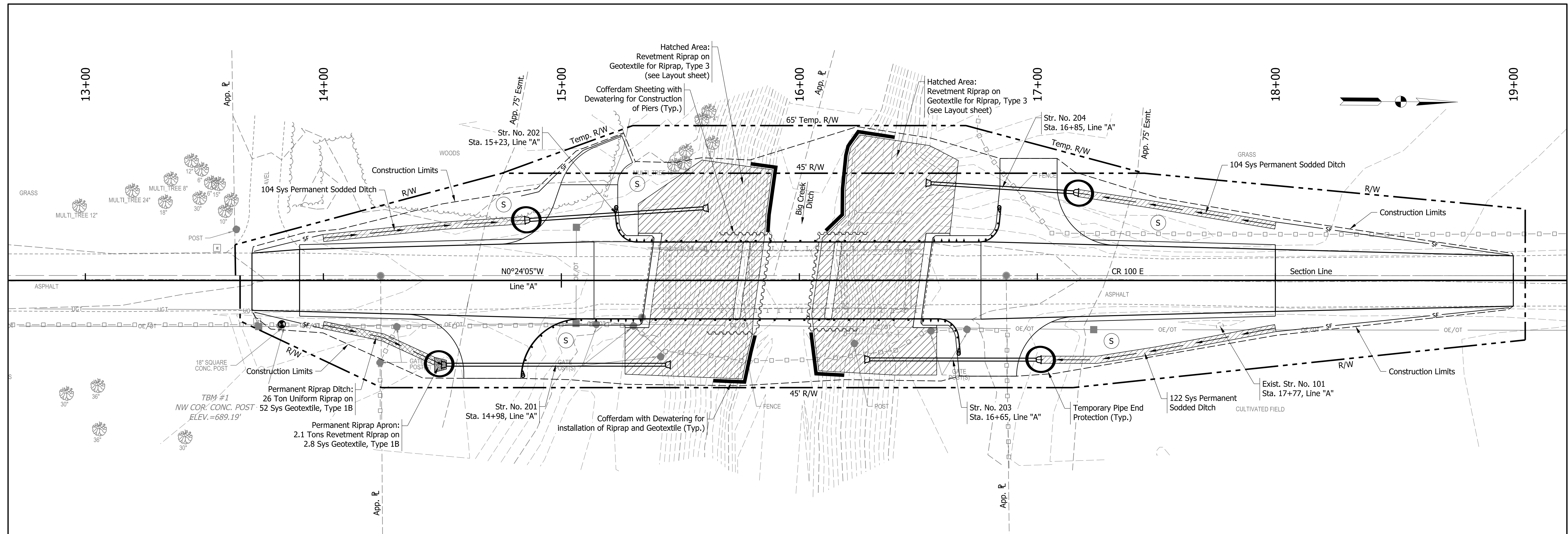
STAGE 1
PLAN SET
8/2022

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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CHECKED: JI	8/2022	CHECKED: LS
		8/2022

INDIANA
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ROADWAY CONSTRUCTION DETAILS

SCALE	BRIDGE FILE
AS NOTED	91-00180 B
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EROSION CONTROL PLAN
Scale: 1" = 20'

FIELD TILE NOTES

Contractor shall relocate existing Field Tile outlets adjacent to the existing Bridge to the new v-ditches as shown on plans. 60'± per Field Tile shall be relocated and the outlet elevation shall be unchanged. Five field tiles are expected to be relocated and consist of 2 - 6" PVC tiles, 2 - 10" CMP tiles, and 1 - 10" PVC tile. The existing field tiles may be reused if not deteriorated or damaged.

EROSION CONTROL NOTES

- A. Erosion Control Blanket shall be placed on all graded slopes 3:1 and steeper and in concentrated flow areas to be seeded.
- B. Permanent Seeding and Mulching to be placed on all disturbed areas, unless noted otherwise.
- C. Temporary Seeding shall take place on all disturbed areas that are expected to be inactive for more than seven days.
- D. Re-use Riprap from Temporary Modified Check Dams for ditch construction to greatest extent possible. Temporary Modified Check Dams are only needed when Erosion Resistant Linings are not in place downstream of the Check Dam, except for the most downstream Check dam. Erosion Resistant Linings include Riprap or Sod.

NOTES

1. For additional guidance for Temporary Pipe End Protection, see INDOT Std. Dwg. E 205-TECD-02.
2. For additional guidance for Temporary Modified Check Dam with Revetment Riprap, see INDOT Std. Dwg. E 205-TECD-06.
3. For additional guidance for Perimeter Protection with Filter Sock, see INDOT Std. Dwg. E 205-TECD-10.
4. For additional Erosion Control information, see sheet 8.

TEMPORARY PERIMETER PROTECTION QUANTITIES

Stations	Lt. / Rt.	Quantity (Lft)
13+70 to 14+00	Lt.	25
13+70 to 14+00	Rt.	25
14+80 to 15+25	Lt.	55
18+00 to 19+00	Lt.	105
18+00 to 19+00	Rt.	105
Total:		315

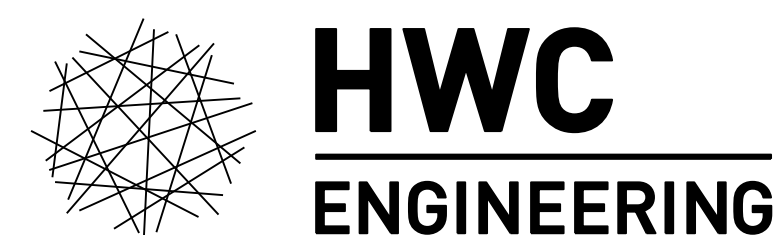
TEMPORARY EROSION CONTROL QUANTITIES

Item	Quantity Totals
Perimeter Protection (Filter Sock or equivalent)	315 Lft
No. 2 Stone	100 Ton
Temporary Geotextile	235 Sys
Temporary Inlet Protection	4 Each
Temporary Seeding	50 Lbs
Temporary Mulch	1 Ton

LEGEND

- Sodded Ditch
- Riprap Ditch
- Direction of Ditch Flow
- Temporary Pipe End Protection (see note 1)
- Perimeter Protection (Filter Sock or equivalent)
- Mulched Seeding, R and Erosion Control Blankets (see Erosion Control note A)

PLOT: 8/17/2022 10:32:32 AM



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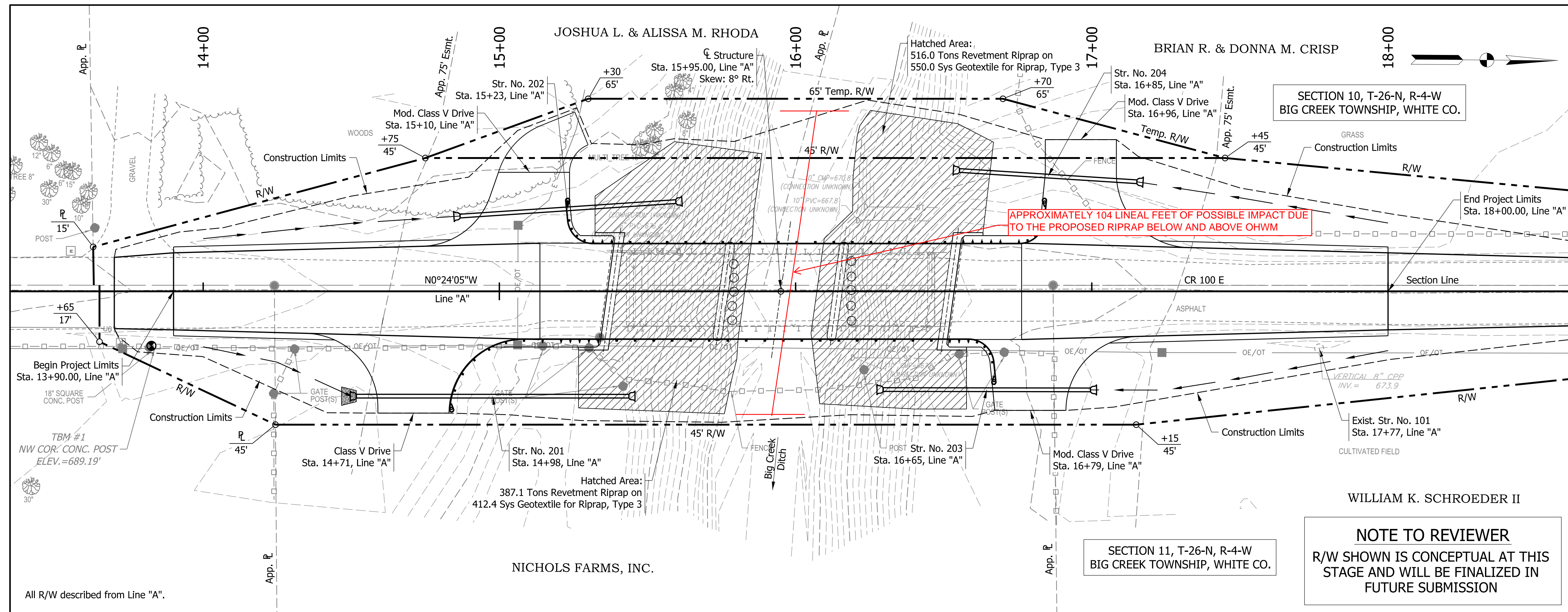
STAGE 1
PLAN SET
8/2022

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DB	8/2022	DRAWN: AJ
CHECKED: JI	8/2022	CHECKED: LS

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EROSION CONTROL DETAILS

SCALE	BRIDGE FILE
AS NOTED	91-00180 B
	DESIGNATION
	2003033
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EXISTING STRUCTURE
 Existing Structure is a three-span (28'-0", 40'-0", 36'-0") bridge consisting of precast adjacent concrete box beams and pile supported bents and piers built in 1973. Existing structure to be removed.

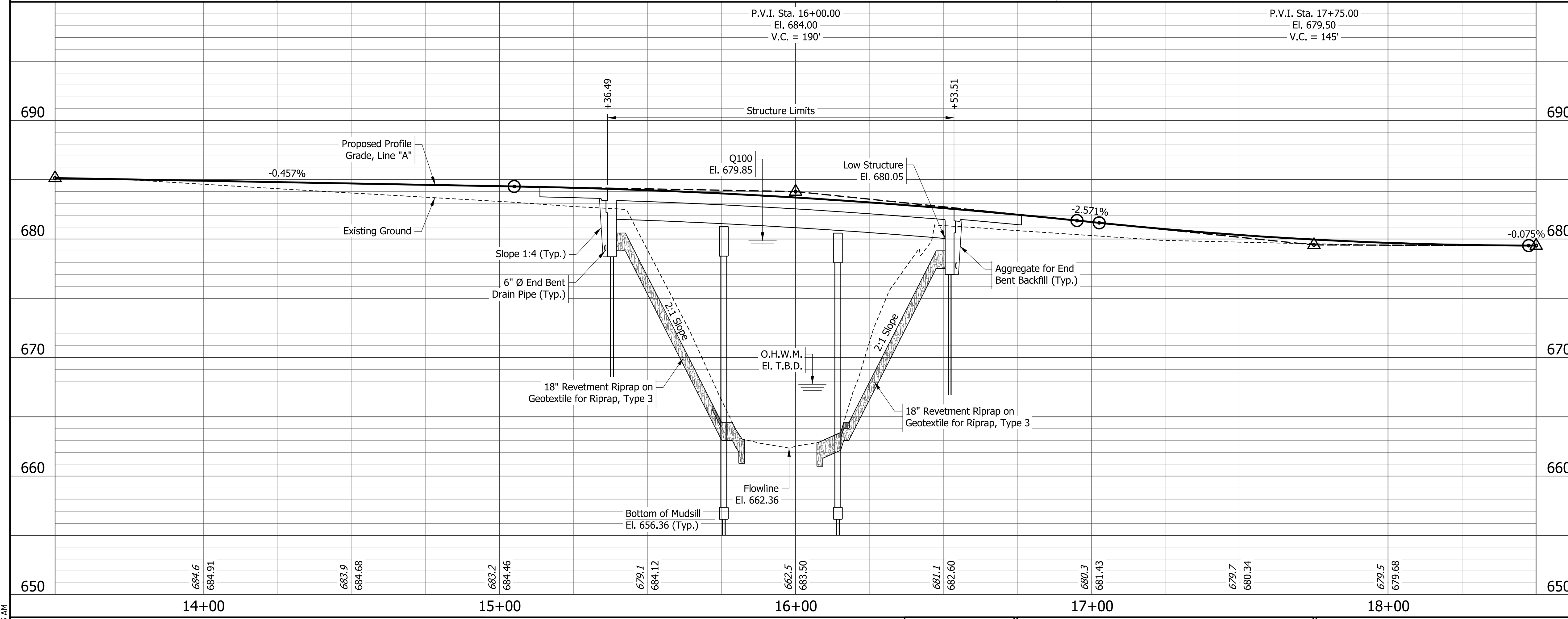
HYDRAULIC DATA

Drainage Area Upstream	49.58	sq mi
Q100 Discharge Upstream	5000	cfs
Q500 Discharge Upstream	6500	cfs
Proposed Q100 Headwater Elevation	679.85	ft
Existing Q100 Headwater Elevation	680.07	ft
Proposed Q100 Elevation	678.91	ft
Existing Q100 Elevation	678.91	ft
Proposed Q100 Backwater	0.74	ft
Existing Q100 Backwater	0.96	ft
Proposed Gross Waterway Area Opening Below Q100	1041.97	sq ft
Existing Gross Waterway Area Opening Below Q100	912.84	sq ft
Proposed Q100 Max Velocity	6.13	ft/sec
Existing Q100 Max Velocity	7.50	ft/sec
Proposed Q100 Average Velocity	4.67	ft/sec
Existing Q100 Average Velocity	5.93	ft/sec
Proposed Q100 Road Overflow Area	3.40	sq ft
Existing Q100 Road Overflow Area	2.75	sq ft
Proposed Low Structure Elevation	680.05	ft
Existing Low Structure Elevation	679.86	ft
Proposed Skew to Flowline of Waterway	0	deg
Existing Skew to Flowline of Waterway	8	deg

HYDRAULIC SCOUR DATA

	Q100	Q500
Discharge	5000 cfs	6500 cfs
Contraction Scour Depth	0.91 ft	2.38 ft
Pier Scour Depth	4.62 ft	4.80 ft
Total Scour Depth	5.53 ft	7.18 ft
Flow Line Elevation	662.36 ft	662.36 ft
Low Scour Elevation	656.83 ft	655.18 ft
Maximum Velocity	6.13 ft/sec	7.42 ft/sec
D ₅₀ (assumed)	0.01 mm	0.01 mm

WILLIAM K. SCHROEDER II
NOTE TO REVIEWER
 R/W SHOWN IS CONCEPTUAL AT THIS STAGE AND WILL BE FINALIZED IN FUTURE SUBMISSION



EARTHWORK TABULATION

Fill +20%	XXX	Cys
Common Excavation	XXX	Cys
Rock Excavation	XXX	Cys
Foundation Excavation, Unclassified (70% reusable)	XXX	Cys
Total Waterway Excavation	XXX	Cys
Borrow	XXX	Cys
B-Borrow	XXX	Cys
Benching (Estimated)	XXX	Cys

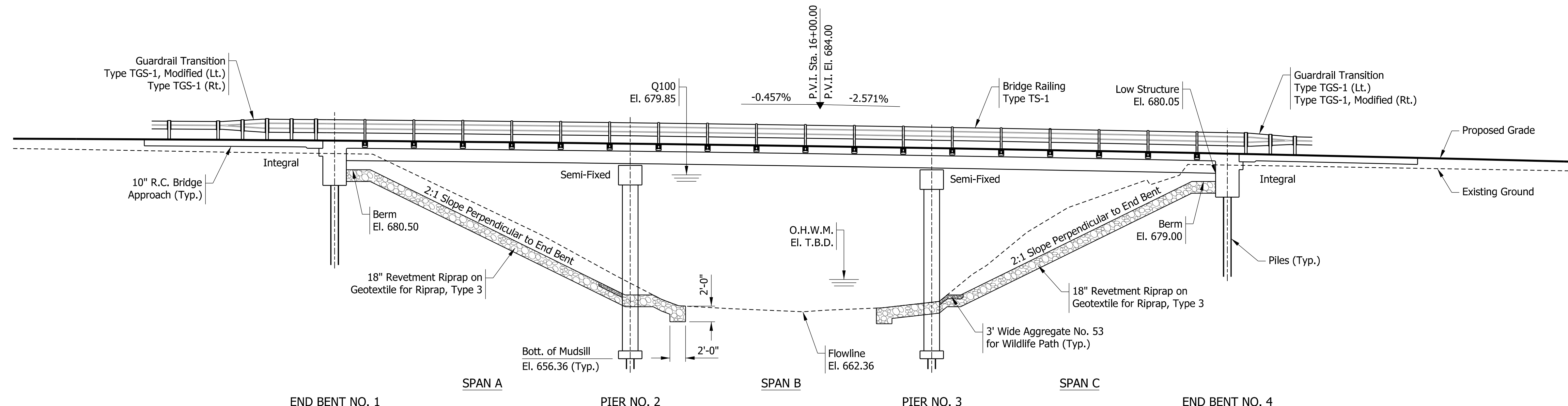
COMPOSITE PRESTRESSED SPREAD CONCRETE BOX BEAM BRIDGE
 3 SPANS: 37'-9", 38'-6", 37'-9"
 32'-0" CLEAR ROADWAY; 8°00'00" SKEW, RT.
 CR 100 E OVER BIG CREEK DITCH
 WHITE COUNTY, IN

<p>HWC ENGINEERING INDIANAPOLIS - TERRE HAUTE LAFAYETTE - MUNCIE - NEW ALBANY www.hwcengineering.com</p>	<p>STAGE 1 PLAN SET 8/2022</p>	RECOMMENDED FOR APPROVAL _____ DATE _____ DESIGN ENGINEER _____	INDIANA DEPARTMENT OF TRANSPORTATION LAYOUT	HORIZONTAL SCALE 1" = 20' BRIDGE FILE 91-00180 B
		DESIGNED: DB 8/2022 DRAWN: AJ 8/2022		VERTICAL SCALE 1" = 5' DESIGNATION 2003033
		CHECKED: JI 8/2022 CHECKED: LS 8/2022		SURVEY BOOK N/A
		CONTRACT B-44105		SHEETS 9 of 18 PROJECT 2003033

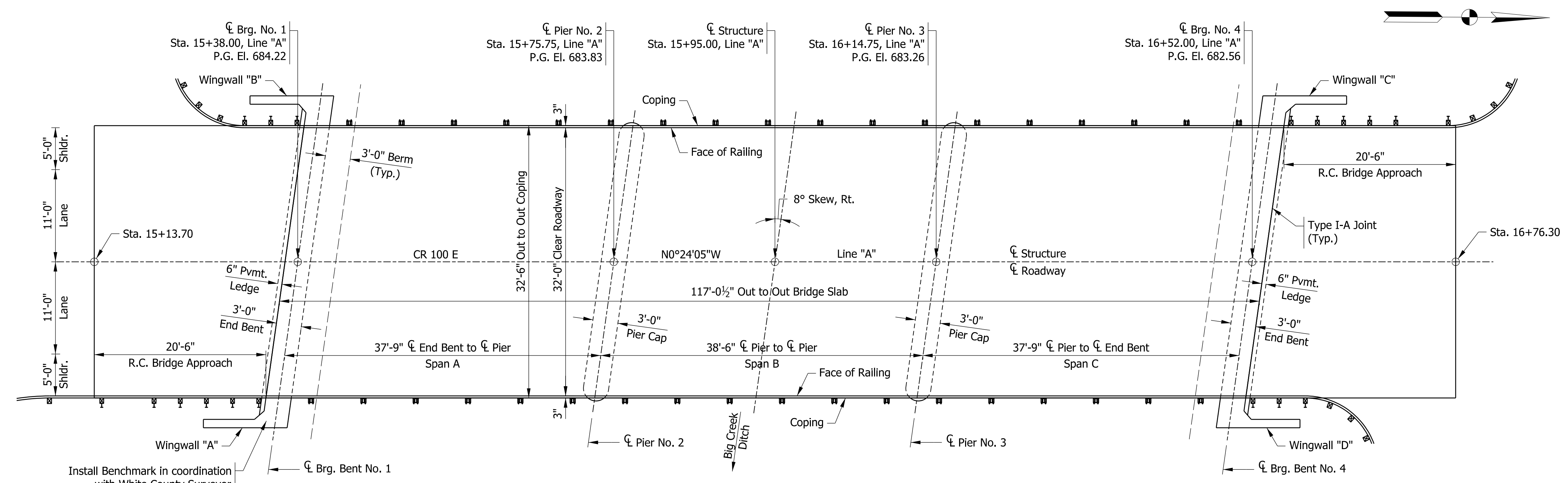
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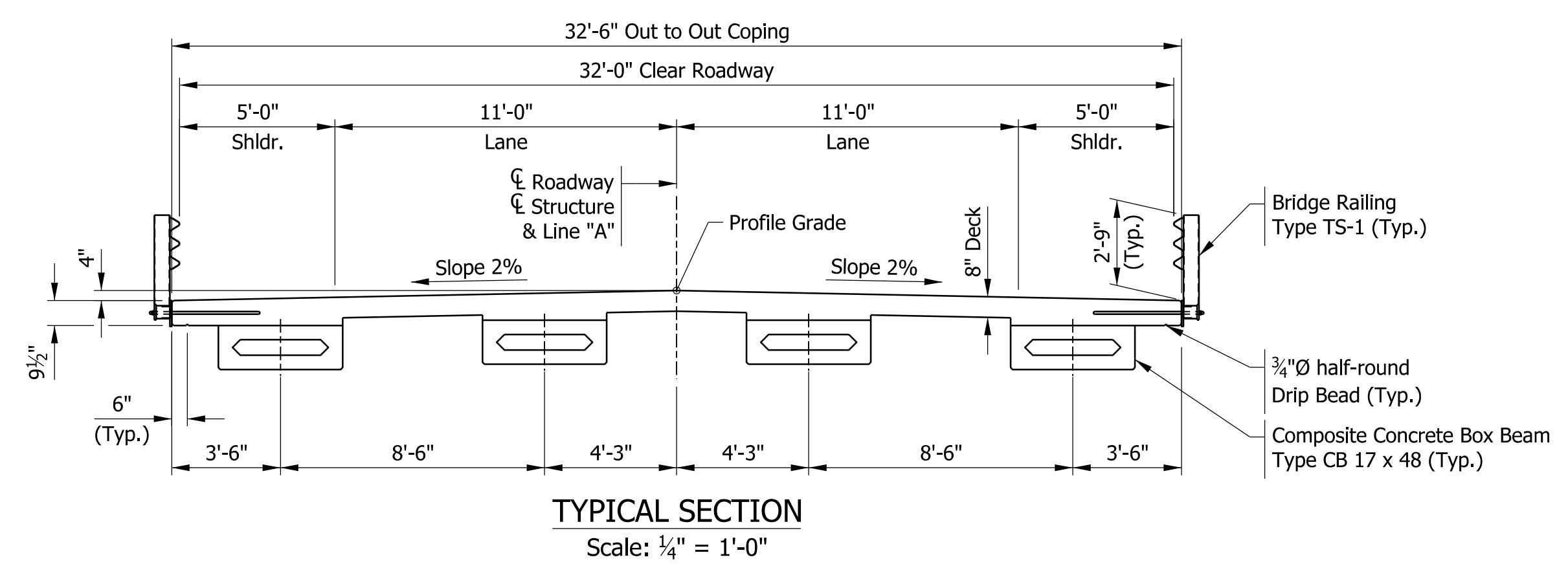
STRUCTURE TO BE BUILT ON A 190' VERTICAL CURVE



ELEVATION
Scale: 1/8" = 1'-0"



PLAN
Scale: 1/8" = 1'-0"



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

GENERAL NOTES

Reinforcing steel cover shall be 2 1/2" in top and 1" minimum in bottom of floor slab, 3" in footings, except bottom steel which shall be 4", and 2" in all other parts unless noted otherwise.

Chamfered edges shall be 1" unless noted otherwise.

Clean and Surface Seal concrete areas including exposed top and vertical portions of End Bents, Wingwalls, and Piers. Concrete Bridge Deck and Approach Slabs do not require Surface Seal per INDOT Specifications. (Est. Surface Seal = XXXX Sft)

All reinforcing steel to be Galvanized. See Specifications.

DESIGN DATA

Designed for HL-93 loading, in accordance with AASHTO LRFD Bridge Design Specifications, 8th Edition and interims.

DEAD LOAD
Actual weight plus 35 psf for future wearing surface.

FLOOR SLAB
Designed with a 7 1/2" minimal structural depth plus 1/2" sacrificial wearing surface.

CONCRETE
Class C f_c = 4,000 psi
Class B f_c = 3,000 psi
Class A f_c = 3,500 psi

REINFORCING STEEL
Grade 60 f_y = 60,000 psi

CONSTRUCTION LOADING
The exterior girder has been checked for strength, deflection, and overturning using the construction loads shown below. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the exterior girder. Finishing machine was assumed to be supported 6 in. outside the vertical coping form. The top overhang brackets were assumed to be located 6 in. past the edge of the vertical coping form. The bottom overhang brackets were assumed to be braced against the intersection of the girder bottom flange and web.

DECK FALSEWORK LOADS
Designed for 15 psf for permanent metal stay-in-place deck forms and 2 ft. exterior walkway.

CONSTRUCTION LIVE LOAD
Designed for 20 psf extending 2 ft. past the edge of coping and 75 lb/ft vertical force applied at a distance of 6 in. outside the face of coping over a 30 ft. length of the deck centered with the finishing machine.

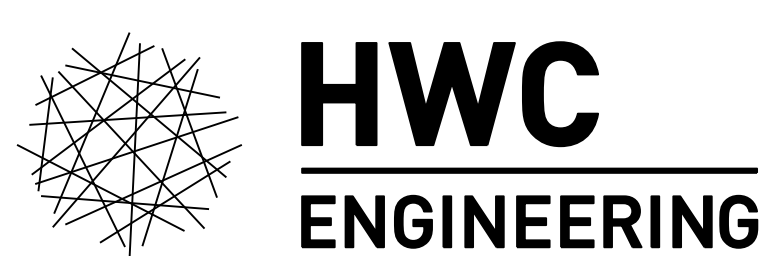
FINISHING MACHINE LOAD
4,500 lb distributed over 10 ft. along the coping.

WIND LOAD
Designed for 70 mph horizontal wind loading in accordance with LRFD 3.8.1.

SEISMIC PARAMETERS
Site Class: XX
PGA: X.XX
S₀₁: X.XX
Seismic Zone: XX

COMPOSITE PRESTRESSED SPREAD
CONCRETE BOX BEAM BRIDGE
3 SPANS: 37'-9", 38'-6", 37'-9"
32'-0" CLEAR ROADWAY; 8°00'00" SKEW, RT.
CR 100 E OVER BIG CREEK DITCH
WHITE COUNTY, IN

PLOT: 8/17/2022 10:32:36 AM



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STAGE 1
PLAN SET
8/2022

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DESIGNED: DB	8/2022	DRAWN: AJ
CHECKED: JI	8/2022	CHECKED: LS

INDIANA DEPARTMENT OF TRANSPORTATION	
GENERAL PLAN	

SCALE	BRIDGE FILE
AS NOTED	91-00180 B
	DESIGNATION
	2003033
SURVEY BOOK	SHEETS
N/A	10 of 18
CONTRACT	PROJECT
B-44105	2003033

Appendix C

Early Coordination



September 12, 2022

Copy of
EARLY COORDINATION LETTER

To Resource Agencies

Re: Early Coordination Letter, Des. No. 2003033,
Bridge Replacement over Big Creek Ditch on S CR 100 E, 0.14 mile south of
E Smithson Rd., White County, Indiana

Dear Reviewer:

White County and the Federal Highway Administration (FHWA), with federal funding, intend to proceed with a project involving the aforementioned bridge in White 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 S CR 100 E, 0.14 mile south of E Smithson Rd., in White County. This section of S CR 100 E is a two lane *Rural Local Road*. The existing S CR 100 E approach cross section consists of two 10' lanes without usable shoulders. V- ditches exist in the vicinity of the structure. The existing structure is a three-span (28 feet, 40 feet, 36 feet) bridge consisting of six precast adjacent concrete box beams (17 inches by 48 inches). The draft need is due to the deterioration of the structure (rating 4 out of 9) which is in poor condition. The draft purpose is to have a structure with a condition rating of at least 8 (very good condition) out of 9. There is no recorded existing right-of-way (ROW) within the project limits.

The proposed project is anticipated to replace the structure over Big Creek Ditch and include an estimated 157' of guardrail installation. The replacement structure is anticipated to be a three span (37'-9", 38'-6", 37'-9") bridge with 8 inches reinforced concrete deck on four (17" x 48") prestressed concrete spread box beams. Riprap is anticipated to be needed. The project requires the acquisition of 0.989 acre of permanent right-of-way. Maximum proposed right-of-way widths along S CR 100 E are 45' from centerline. Also, the project requires the acquisition of 0.094 acre of temporary right-of-way. The project will be approximately 528' in length. The proposed method of traffic maintenance is anticipated to require an official county/state detour. It is anticipated that some trees will be cleared as part of this project. The project is anticipated to begin construction in Spring 2026.

Land use in the vicinity of the project is primarily agricultural and includes one residence each to the southwest, northwest, and to the southeast of the project. Waters and wetlands determinations will be performed to identify water resources that may be present. Coordination

will occur with INDOT Ecology & Permitting Office. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. 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 Gabriel Franco, Franco Consulting Engineers, at (317) 446-4862, email gfranco@francoengineers.com, or Mike Kyburz, White County Highway Superintendent, at 219-984-5851, email mkyburz@whitecountyindiana.us

Thank you in advance for your input.

Sincerely,



Gabriel Franco, P.E.
Franco Consulting Engineers, LLC

GAF/df

Attachments:

Maps/Graphics (Location, Topographic, Aerial, Photographs)

Attachments were omitted to avoid duplication
(location maps, topographic, aerial and photos can
be viewed under Appendix B).

CC:

The following agencies were sent a copy of this letter with attachments:

FHWA, k.carmanygeorge@dot.gov

INDOT LaPorte District Office, SMichels@indot.in.gov, CWahl@indot.in.gov

INDOT Project Manager, JHockaday@indot.IN.gov

INDOT Office of Aviation, JCourtade@indot.in.gov

IDNR, Division of Fish and Wildlife, environmentalreview@dnr.in.gov

IDNR, Division of Nature Preserves, TDavis@dnr.IN.gov

Indiana Department of Environ. Management (IDEM), <https://www.in.gov/idem/5284.htm>

IDEM Wellhead Proximity, <https://www.in.gov/idem/cleanwater/pages/wellhead/>

Indiana Geological Survey, <https://igws.indiana.edu/eAssessment>

Natural Resources Conservation Service, rick.neilson@in.usda.gov, john.allen@usda.gov

National Park Service, Midwest Regional Office, Mwro_Compliance@nps.gov

US Fish & Wildlife Service, elizabeth_mccloskey@fws.gov

US Department of Housing and Urban Development, erik.r.sandstedt@hud.gov

US Army COE Louisville District, RegulatoryApplicationsLRL@usace.army.mil

White County Commissioner Members, dadiener@hotmail.com, wcsteveburton@gmail.com

coachjimdavis@hotmail.com

White County Highway Superintendent, mkyburz@whitecountyindiana.us

White County Highway Floodplain, jrogers@whitecountyindiana.us

White County Surveyor, bward@whitecountyindiana.us



Organization and Project Information

Project ID:
Des. ID: 2003033
Project Title: White County Bridge 91-00180
Name of Organization: Franco Consulting Engineers, LLC
Requested by: Gabriel Franco

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential

2. Mineral Resources:

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

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

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

DISCLAIMER:

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

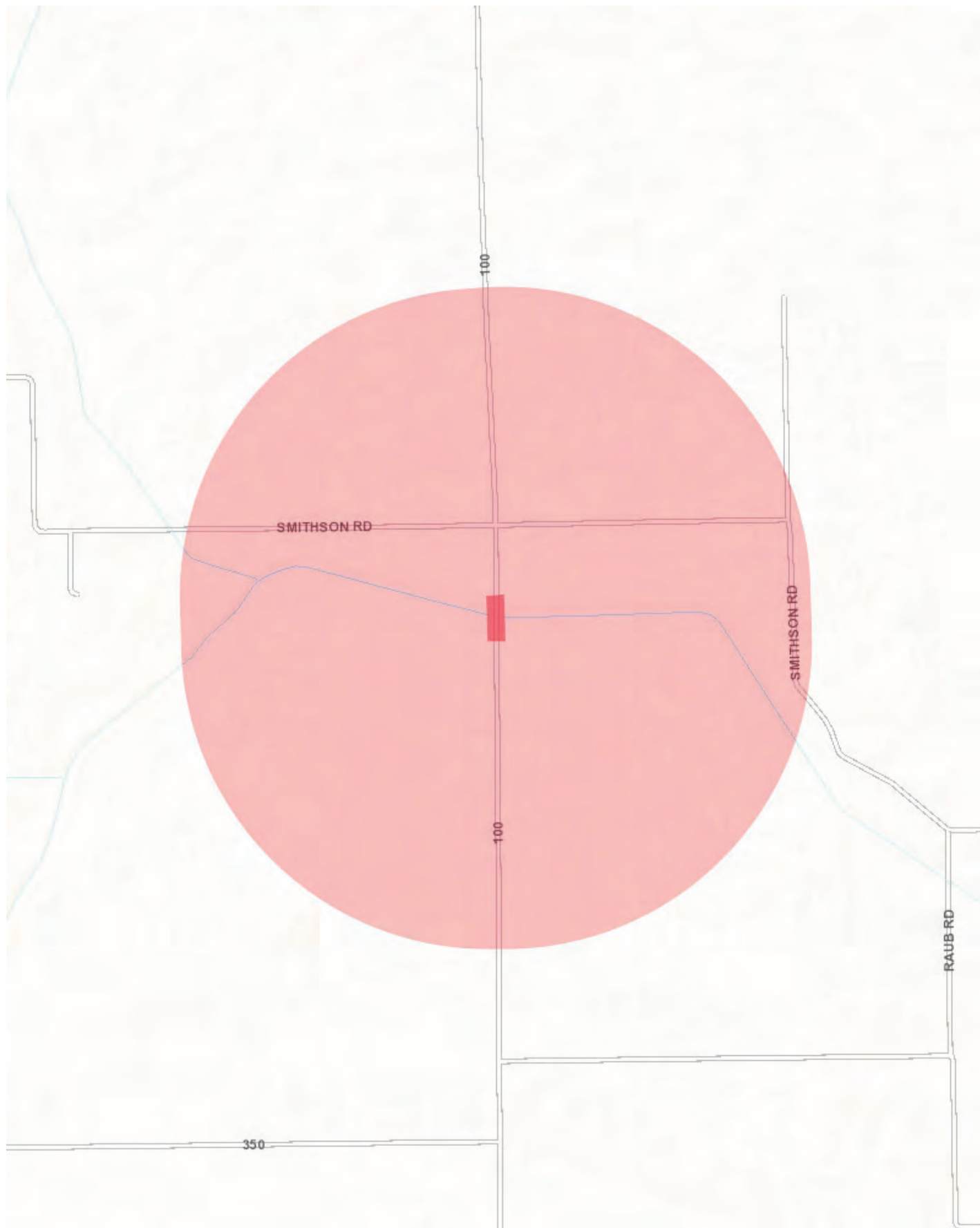
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: September 12, 2022



Metadata:

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

[IDEM](#) > Proposed Roadway Letter



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

White County
Michael Kyburz
P.O. Box 67
Reynolds, IN 47980

HWC Engineering
Jacob Isenburg, P.E.
135 North Pennsylvania St., Suite 2800
Indianapolis, IN 46204

Date: September 12, 2022

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: Des. No. 2003033

This bridge replacement project is located on S CR 100 E over Big Creek Ditch, 0.14 mile south of E Smithson Rd., White County, Indiana. The proposed project will replace the structure over Big Creek Ditch and include an estimated 157' of guardrail installation. Riprap is anticipated to be needed. The project requires the acquisition of 0.989 acre of permanent right-of-way. The project will be approximately 528' in length. No channel changes will be required, time of year restrictions will apply to clearing of trees, and an official detour route will be established to maintain traffic.

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>.

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

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>) 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>. IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

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>.

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.

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> for the appropriate staff contact to further discuss your project.

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 following statutes:

- IC 14-26-2 Lakes Preservation Act 312 IAC 11
- IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm>. 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.

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 a Rule 5 Storm Water Runoff Permit. Visit the following Web page <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>), and as described in 327 IAC 15-5-6.5 (<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>).

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>.

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.

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.

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.

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.

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:

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

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

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

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

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>.)

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

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>.

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>.

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>.

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>).

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.) 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.

For more information on air permits visit: <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:

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.

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>.

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.

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.

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).

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>.

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>, is used.

Signature(s) of the Applicant

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

Project Description

Des. No. 2003033 This bridge replacement project is located on S CR 100 E over Big Creek Ditch, 0.14 mile south of E Smithson Rd., White County, Indiana. The proposed project will replace the structure over Big Creek Ditch and include an estimated 157' of guardrail installation. Riprap is anticipated to be needed. The project requires the acquisition of 0.989 acre of permanent right-of-way. The project will be approximately 528' in length. No channel changes will be required, time of year restrictions will apply to clearing of trees, and an official detour route will be established to maintain traffic.

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: 9/13/2022

Signature of the INDOT
Project Engineer or Other Responsible Agent

Michael E Kyburz
White County, Michael Kyburz

Date: 9/13/22

Signature of the
For Hire Consultant Jacob Isenburg
HWC Engineering, Jacob Isenburg, P.E.

Re: [EXTERNAL] Re: Early Coordination Letter, Des. No. 2003033, Bridge Replacement over Big Creek Ditch on S CR 100 E, 0.14 mile south of E Smithson Rd., White County, Indiana

From: McCloskey, Elizabeth (elizabeth_mccloskey@fws.gov)

To: gfranco@francoengineers.com

USFWS Email Response to Early Coordination

Date: Tuesday, September 13, 2022 at 08:27 AM EDT

Good morning, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

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

From: Gabriel Franco <gfranco@francoengineers.com>

Sent: Monday, September 12, 2022 1:41 PM

To: k.carmanygeorge@dot.gov <k.carmanygeorge@dot.gov>; SMichels@indot.in.gov <smichels@indot.in.gov>; CWahl@indot.in.gov <wahl@indot.in.gov>; JHockaday@indot.IN.gov <jhockaday@indot.in.gov>; JCourtade@indot.in.gov <jcourtade@indot.in.gov>; environmentalreview@dnr.in.gov <environmentalreview@dnr.in.gov>; TDavis@dnr.IN.gov <tdavis@dnr.in.gov>; MWRO Compliance, NPS <MWRO_Compliance@nps.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; erik.r.sandstedt@hud.gov <erik.r.sandstedt@hud.gov>; RegulatoryApplicationsLRL@usace.army.mil <regulatoryapplicationslrl@usace.army.mil>; dadiener@hotmail.com <dadiener@hotmail.com>; wcsteveburton@gmail.com <wcsteveburton@gmail.com>; coachjimdavis@hotmail.com <coachjimdavis@hotmail.com>; mkyburz@whitecountyindiana.us <mkyburz@whitecountyindiana.us>; jrogers@whitecountyindiana.us <jrogers@whitecountyindiana.us>; bward@whitecountyindiana.us <bward@whitecountyindiana.us>

Cc: Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Daniel Franco <dnfranco@francoengineers.com>

Subject: [EXTERNAL] Re: Early Coordination Letter, Des. No. 2003033, Bridge Replacement over Big Creek Ditch on S CR 100 E, 0.14 mile south of E Smithson Rd., White County, Indiana

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

Dear Reviewer:

We are helping with the preparation of the environmental document for this bridge replacement project, and the attached file includes the early coordination letter for the above mentioned project.

Please use the above designation number in your reply.

C-14

WHITE COUNTY AREA PLAN COMMISSION

Joseph Rogers
Phone: 574/583-7355
Executive Director

Phone: 574/583-7355 P.O. Box 851
Monticello, IN 47960

September 13, 2022

Gabriel Franco, PE
Franco Consulting Engineers, LLC
4668 Pearcrest Way
Greenwood, IN 46143

Ph: 317/446-4862
E-mail: gfranco@francoengineers.com

Ref: Des No.: 2003033; Bridge Replacement Project: Big Creek Ditch, CR S 100 E, .14 mile south of E. Smithson Rd, White County, Indiana

Response To: Gabriel Franco correspondence dated September 12, 2022

Dear Mr. Franco,

I am sending this response on behalf of the White County Area Plan Commission and the White County Floodplain Administer. I am in receipt of your request for feedback concerning the planned bridge construction activities related to the above referenced project. I have reviewed the documents and wish to express two concerns.

One, if the project ultimately includes the acquisition of permanent rights-of-way, then those expansion elements would be subject to our administrative subdivision process and approval.

Two, a local floodplain permit will be required for the bridge work unless you can demonstrate the project qualifies for an IDNR exemption.

To qualify for an exemption, you must demonstrate the project to be:

- 1) A State or County highway project;
- 2) A bridge;
- 3) Located in a rural area (as defined by IDNR); and,
- 4) One with an upstream drainage area of less than fifty (50) square miles.

A project must meet all four criteria to be eligible for an exemption.

Sincerely,

Joseph W. Rogers
Executive Director
White County Area Plan

RE: Early Coordination Letter, Des. No. 2003033, Bridge Replacement over Big Creek Ditch on S CR 100 E, 0.14 mile south of E Smithson Rd., White County, Indiana

From: Lewandowski, Tyler (tlewandowski@indot.in.gov)

To: gfranco@francoengineers.com

INDOT Aviation Email Response to Early Coordination

Date: Wednesday, September 14, 2022 at 08:33 AM EDT

Good morning Gabriel,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski

Project Manager

INDOT Office of Aviation

(317) 495-4875

tlewandowski@indot.in.gov

www.aviation.indot.in.gov



From: Gabriel Franco <gfranco@francoengineers.com>

Sent: Monday, September 12, 2022 3:42 PM

To: Lewandowski, Tyler <TLewandowski@indot.IN.gov>

Subject: Fw: Early Coordination Letter, Des. No. 2003033, Bridge Replacement over Big Creek Ditch on S CR 100 E, 0.14 mile south of E Smithson Rd., White County, Indiana

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

Hello Tyler,

Please review the attached early coordination letter.

C-16

Division of Nature Preserves
402 W. Washington St., Rm W267
Indianapolis, IN 46204-2739

September 21, 2022

Gabriel Franco
Franco Consulting Engineers, LLC
4668 Pearcrest Way
Greenwood, IN 46143

Dear Gabriel Franco:

I am responding to your request for information on the threatened or endangered (T&E) species, high quality natural communities, and natural areas for the County Road 100 E Bridge Replacement Project over Big Creek Ditch in White County, Indiana. The Indiana Natural Heritage Data Center has been checked and there are no T&E species or significant areas documented within 0.5 mile of the project area.

If you need a general environmental review of the project from DNR, you can submit the project information to Christie Stanifer, DNR Environmental Coordinator, at environmentalreview@dnr.in.gov (preferred) or send to the street address below. For more help or guidance contact Christie Stanifer at cstanifer@dnr.in.gov.

Department of Natural Resources
Environmental Review
Division of Fish and Wildlife
402 W. Washington Street, Room W273
Indianapolis, IN 46204

The information I am providing does not preclude the requirement for further consultation with the U.S. Fish and Wildlife Service as required under Section 7 of the Endangered Species Act of 1973. If you have concerns about potential Endangered Species Act issues you should contact the Service at their Bloomington, Indiana office.

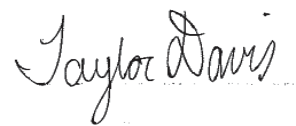
U.S. Fish and Wildlife Service
620 South Walker St.
Bloomington, Indiana 47403-2121
(812)334-4261

Please note that the Indiana Natural Heritage Data Center relies on the observations of many individuals for our data. In most cases, the information is not the result of comprehensive field surveys conducted at particular sites. Therefore, our statement that there are no documented significant natural features at a site should not be interpreted to mean that the site does not support special plants or animals.

Due to the dynamic nature and sensitivity of the data, this information should not be used for any project other than that for which it was originally intended. It may be necessary for you to request updated material from us in order to base your planning decisions on the most current information.

Thank you for contacting the Indiana Natural Heritage Data Center. You may reach me at (317)233-2558 you have any questions or need additional information.

Sincerely,

A handwritten signature in cursive script that reads "Taylor Davis". The signature is written in black ink on a white background.

Taylor Davis
Indiana Natural Heritage Data Center

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

DNR #: ER-24999

Request Received: September 12, 2022

Requestor: Franco Consulting Engineers LLC
Gabriel Franco, PE
4668 Pearcrest Way
Greenwood, IN 46143

Project: CR 100 East bridge replacement over Big Creek, 0.14 miles south of E Smithson Road;
Des #2003033

County/Site info: White

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) Stream Crossing Design:

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

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the OHWM. Bank lines must be maintained or restored within structures to allow for wildlife passage above the ordinary

Attachments: A - Bridge Exemption Criteria

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

high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The location of the wildlife pathway is dependent on the wildlife species using the area.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure if maintaining or restoring banklines is not possible. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<https://www.fs.usda.gov/wildlifecrossings/library/index.php>,

https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/,

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>,

<https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>.

2) Bank Stabilization:

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats 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), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization:

https://efotg.sc.egov.usda.gov/references/public/IA/Chapter-16_Streambank_and_Shoreline_Protection.pdf.

3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at:

<http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

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

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

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central 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 currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
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. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
11. 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.
12. 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.

THIS IS NOT A PERMIT

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

Contact Staff:

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

Christie L. Stanifer

Date: October 12, 2022

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

February 24, 2023

Gabriel Franco
7210 Madison Village Dr
Indianapolis, Indiana 46227

Dear Mr. Franco:

The proposed Bridge Replacement project over Big Creek Ditch on S CR 100 E, 0.14 Mile South of E Smithson Rd., in White County, Indiana (Des. No. 2003033), as referred to in your letter received February 22, 2023, will cause a conversion of prime farmland.

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

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2023.02.24 10:29:06 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosures

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 9/12/22	4. Sheet 1 of <u>1</u>
1. Name of Project Des No 2003033, White County Bridge 180		5. Federal Agency Involved FHWA	
2. Type of Project Bridge Replacement		6. County and State White County, Indiana	
PART II (To be completed by NRCS)			
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		1. Date Request Received by NRCS	2. Person Completing Form JRA
YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated	Average Farm Size 525 ac
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 318353 % 98	7. Amount of Farmland As Defined in FPPA Acres: 273288 % 84	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 2/24/23	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment :			
	Corridor 1	Corridor 2	Corridor 3	Corridor 4
A. Total Acres To Be Converted Directly	0.03			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0.03	0.00	0.00	0.00

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.03			
B. Total Acres Statewide And Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<,0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	30.0			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	95			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	15		
2. Perimeter in Nonurban Use	10	10		
3. Percent Of Corridor Being Farmed	20	0		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	0		
8. On-Farm Investments	20	0		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	0 25	0	0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	95		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0 25	0	0
TOTAL POINTS (Total of above 2 lines)	260	95 120	0	0

1. Corridor Selected: Corridor 1	2. Total Acres of Farmlands to be Converted by Project: 0.03	3. Date Of Selection: 2/24/2023	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	--	---	---

5. Reason For Selection:
Corridor 1 is the preferred alternative considered to replaced the existing bridge on its current alignment. The site along Corridor 1 scored less than 160 points.

Signature of Person Completing this Part:  DATE **2/24/2023**

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

RE: Request for check of the presence of endangered bats in or near project area, Des # 2003033, White County Bridge 180

From: Wahl, Cassie (cwahl@indot.in.gov)
To: gfranco@francoengineers.com
Cc: juadams1@indot.in.gov; llilly@indot.in.gov; smichels@indot.in.gov
Date: Wednesday, September 7, 2022 at 11:59 AM EDT

INDOT response to review of the USFWS for the presence of endangered bat species

Good morning Gabriel,

A review of the USFWS database did not indicate the presence of endangered bat species within 0.5 mile of the project area for the referenced Des. No. 2003033 in White County. You may send your IPaC review request to me, but please also include Stewart Michels, Julina Adams, and Lea Lilly as IPaC project members. Thank you and have a wonderful day.

Please note, confidential information from the GIS reviews are not for public use or inclusion in the environmental document. Site specific hibernacula, capture, or roost tree location data (i.e. geographic coordinates, GIS shapefiles, maps) must not be shared, distributed, or published without prior written consent from USFWS Bloomington Field Office.

Kind Regards,

Cassie Wahl

Environmental Manager

INDOT – LaPorte District

315 East Boyd Blvd.

LaPorte, IN 46350

Office: (219) 325-7509

Cell: (219) 809-7566

Email: CWahl@indot.in.gov



From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Wednesday, September 7, 2022 10:53 AM
To: Gabriel Franco <gfranco@francoengineers.com>
Cc: Wahl, Cassie <CWahl@indot.IN.gov>; Adams, Julina <JuAdams1@indot.IN.gov>; Lilly, Lea <LLilly@indot.IN.gov> C-25
Subject: RE: Request for check of the presence of endangered bats in or near project area, Des # 2003033, White County Bridge 180



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

In Reply Refer To:

March 04, 2023

Project Code: 2023-0052058

Project Name: Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project

Subject: 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 enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code 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
- Migratory Birds
- Wetlands

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

Project Code: 2023-0052058
Project Name: Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project
Project Type: Bridge - Replacement
Project Description: This bridge project has been proposed as a bridge replacement project. It is located approximately 0.14 mile south of E Smithson Rd. in Big Creek Township, USGS Monticello South Quadrangle, White County, Indiana, within INDOT's LaPorte District.

The proposed project consists of replacing the existing three-span concrete box beams bridge over Big Creek Ditch and include an estimated 157' of guardrail installation on each side of the road. The replacement structure is anticipated to be a three-span bridge with 8 inches reinforced concrete deck on four prestressed concrete spread box beams. The project also includes approximately 248' of pavement reconstruction. Riprap is anticipated to be needed, but no channel changes are required. The project requires the acquisition of 1.00 acre of permanent right-of-way. Maximum proposed right-of-way width along S CR 100 E is 45' on both sides of the road from centerline. Also, the project requires the acquisition of 0.10 acre of temporary right-of-way. The project will be approximately 530' in length. The proposed method of traffic maintenance is anticipated to require an official county/state detour.

This project is located in a rural area. Land use in the vicinity of the project is primarily agricultural and includes one residence each to the southwest, northwest, and to the southeast of the project. A wooded area is located on the southwest side of the project. There is suitable summer habitat for the Indiana Bat or NLEB within the project area. A review of the USFWS GIS database on September 7, 2022, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area, and an October 27, 2021, Bridge Inspection Report stated that no evidence of bats was seen or heard under the bridge. It is anticipated that approximately 0.04 acre of trees along the southwest side of S CR 100 E will be required to be removed for side ditch realignment. The dominant species of trees to be removed include Pignut Hickory, Black Walnut and Osage Orange. Trees will be removed during the inactive bat season (October 15 through March 31). Trees located 100 feet or more from the roadway will not be removed.

The project is scheduled to begin construction in the Spring of 2026, and it is anticipated that the construction may last 6 months.

Permanent lighting is not anticipated to be installed as part of this project.

However, based on construction schedule, temporary lighting may be used.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.712061,-86.85140042500001,14z>



Counties: White County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 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.

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

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

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

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened * *The status of the NLEB has changed to Endangered.

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

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

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Henslow's Sparrow <i>Ammodramus henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

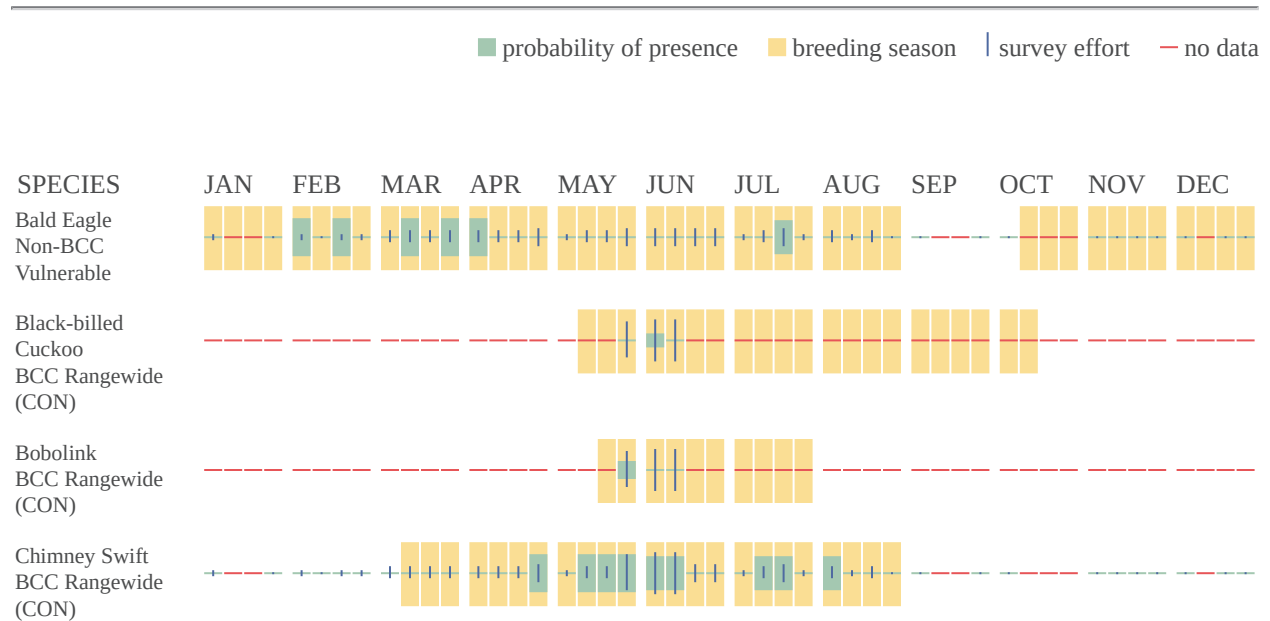
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

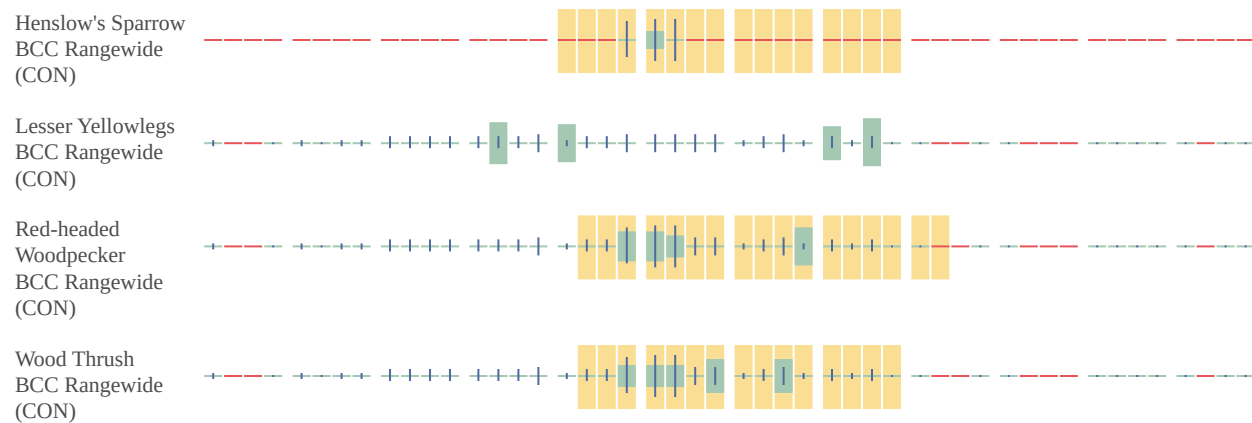
No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides

birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- [PSS1A](#)

RIVERINE

- [R2UBHx](#)

IPAC USER CONTACT INFORMATION

Agency: County of White
Name: Gabriel Franco
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City: Greenwood
State: IN
Zip: 46143
Email: gabededa2@yahoo.com
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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

In Reply Refer To:

March 07, 2023

Project code: 2023-0052058

Project Name: Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project

Subject: Concurrence verification letter for the 'Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated March 07, 2023 to verify that the **Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

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.

NOTE: The Service reclassified the NLEB as an endangered species on November 30, 2022. This ruling becomes effective on March 31, 2023. This NLAA determination does not require reinitiation. For projects requiring consultation after the effective date of March 31, 2023, please use the 2023 FHWA, FRA, FTA PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

PROJECT DESCRIPTION

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

NAME

Des. No. 2003033, S CR 100 E over Big Creek Ditch, Bridge Project

DESCRIPTION

This bridge project, White County Bridge 180, has been proposed as a bridge replacement project. It is located approximately 0.14 mile south of E Smithson Rd. in Big Creek Township, USGS Monticello South Quadrangle, White County, Indiana, within INDOT's LaPorte District.

The proposed project consists of replacing the existing three-span concrete box beams bridge over Big Creek Ditch and include an estimated 157' of guardrail installation on each side of the road. The replacement structure is anticipated to be a three-span bridge with 8 inches reinforced concrete deck on four prestressed concrete spread box beams. The project also includes approximately 248' of pavement reconstruction. Riprap is anticipated to be needed, but no channel changes are required. The project requires the acquisition of 1.00 acre of permanent right-of-way. Maximum proposed right-of-way width along S CR 100 E is 45' on both sides of the road from centerline. Also, the project requires the acquisition of 0.10 acre of temporary right-of-way. The project will be approximately 530' in length. The proposed method of traffic maintenance is anticipated to require an official county/state detour.

This project is located in a rural area. Land use in the vicinity of the project is primarily agricultural and includes one residence each to the southwest, northwest, and to the southeast of the project. A wooded area is located on the southwest side of the project. There is suitable summer habitat for the Indiana Bat or NLEB within the project area. A review of the USFWS GIS database on September 7, 2022, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area, and an October 27, 2021, Bridge Inspection Report stated that no evidence of bats was seen or heard under the bridge. Also, a Bridge/Structure Bat Assessment was conducted on September 28, 2022, and no indicators or evidence of bats were observed or heard on or under the bridge. It is anticipated that approximately 0.04 acre of trees along the southwest side of S CR 100 E will be required to be removed for side ditch realignment. The dominant species of trees to be removed include Pignut Hickory (*Carya glabra*), Black Walnut (*Juglans nigra*), and Osage Orange (*Maclura pomifera*). Trees will be removed during the inactive bat season (October 15 through March 31). Trees located 100 feet or more from the roadway will not be removed.

The project is scheduled to begin construction in the Spring of 2026, and it is anticipated that the construction may last 6 months.

Permanent lighting is not anticipated to be installed as part of this project. However, based on construction schedule, temporary lighting may be used.

DETERMINATION KEY RESULT

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

QUALIFICATION INTERVIEW

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

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

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

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

Yes

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

No

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

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

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

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

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

No

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

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

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

No

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

Yes

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

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

B) During the inactive season

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

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

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

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

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

Yes

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

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

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

Yes

SUBMITTED DOCUMENTS

- *Des2003032-Bridge180-InspectionReport2021.pdf* <https://ipac.ecosphere.fws.gov/project/SA3BITZNORETVHHCWNFDL4EZMQ/projectDocuments/123186881>
- *White County Bridge No 180_Structure Bat Assessment Form.pdf* <https://ipac.ecosphere.fws.gov/project/SA3BITZNORETVHHCWNFDL4EZMQ/projectDocuments/123254938>

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

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

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

No

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

No

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

No

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

Yes

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

Yes

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

No

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

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^[1] in excess of what is required to implement the project safely?

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

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

Yes

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**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

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

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

Yes

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

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

0.04

4. Please describe the proposed bridge work:

The proposed project consists of replacing the existing three-span concrete box beams bridge over Big Creek Ditch and include an estimated 157' of guardrail installation on each side of the road. The replacement structure is anticipated to be a three-span bridge with 8 inches reinforced concrete deck on four prestressed concrete spread box beams. The project also includes approximately 248' of pavement reconstruction. Riprap is anticipated to be needed, but no channel changes are required.

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

Spring of 2026

6. Please enter the date of the bridge assessment:

September 28, 2022

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on February 02, 2023. 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.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Name: Cassie Wahl

Address: 315 East Boyd Blvd

City: LaPorte

State: IN

Zip: 46350

Email: cwahl@indot.in.gov

Phone: 2193257509

White County Bridge 180 on S CR 100 N over Big Creek Ditch, 0.14 mile south of E Smithson Rd.,
INDOT Des # 2003033

From: Gabriel Franco (gfranco@francoengineers.com)

To: billschroeder1954@gmail.com

Date: Friday, August 11, 2023 at 09:19 AM EDT

Communication with Schroeder Farms Swine Division
regarding MOT

Good morning Mr. Schroeder,

Thank you for your telephone call a few minutes ago.

As part of the engineering design for the replacement of this bridge, we need to coordinate with businesses that may be impacted because of the road closure during the construction of the new bridge on S CR 100 N.

Schroeder Farms Swine Division Incorporated, 779 E. Smithson Rd., is located within 0.5 mile of the bridge location, and we would like to notify you that a detour will be established to maintain traffic during reconstruction of the bridge.

Construction of the bridge is schedule to begin in the spring of 2026.

The public will be offered an opportunity to submit comments and/or request a public hearing.

Please see attached preliminary plans and let us know if you have any comments or concerns at this time.

Your prompt response will be greatly appreciated.

Thank you and have a great day.

Gabriel Franco, PE
Franco Consulting Engineers
4668 Pearcrest Way
Greenwood, IN 46143
317-446-4862



STG1 PlansXsect 2003033 for Bridge Services.pdf
6.6MB

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103
Staff Symbol: (dwb)
Phone: (314) 269-2381
Rob.e.mccaskey@uscg.mil

16211
September 05, 2023

Gabriel Franco P.E.
Franco Consulting Engineers
4668 Pearcrest Way
Greenwood, IN 46142

Subj: Bridge Replacement over Big Creek Ditch Creek, Des. No. 2003033, White County,
Indiana

Dear Ms. Franco:

This is in response to your email dated August 12, 2023 and corresponding information requesting whether the Coast Guard will require a permit and navigational lighting for the referenced bridge project. We have examined the proposed project area with regard to its status as a navigable water of the United States for purposes of Coast Guard bridge jurisdiction.

Our examination indicates that there is no sufficient factual support for concluding that the study area, at the project location, has current or historic navigation occurring on a waterway. Since this is the case, a Coast Guard bridge permit or exemption will not be required for the referenced bridge project.

In consideration of the uses of the waterway, bridge lighting is not required.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Supervisor, Western Rivers
By direction of the District Commander

Appendix D

Section 106

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

**A qualified professional historian (QP) is not required to complete Part I. INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

Original Submission Date: October 18, 2022

Amended Submission Date*:

Submitted By (Provide Name and Firm/Organization):

Elizabet Biggio
Architectural Historian II
Butler, Fairman & Seufert, Inc.
ebiggio@bfsengr.com

Project Designation Number: 2003033

Route Number: County Road 100 East

Feature crossed (if applicable): Big Creek

City/Township: Big Creek

County: White

Project Description:

White County proposes to replace White County Bridge 180 carrying County Road 100 East over Big Creek. The project is located approximately 0.14 mile south of Smithson Road in Sections 10 and 11, Township 2 North, Range 4 West on the USGS Monticello South, Indiana Quadrangle.

White County Bridge 180 is a three-span prestressed concrete box beam bridge constructed in 1973. The existing bridge is approximately 104 feet long and has an out-to-out width of 24.1 feet. Land use in the area is largely agricultural, with a forested area southwest of the bridge.

The need for the project derives from the condition of White County Bridge 180. The superstructure and deck are rated 4 (out of 9), or “poor”, in the 2022* Bridge Inspection Report, and the superstructure, is rated 5 (out of 9), or “fair”. The purpose of the project is to provide an improved crossing of County Road 100 East over Big Creek.

The replacement bridge will be a three-span continuous reinforced concrete slab bridge. It will be approximately 117 feet long with an out-to-out width of 32.5 feet. The bridge will carry two 11-foot lanes of traffic with 5-foot paved shoulders. Riprap will be installed for scour protection. Approximately 157 feet of new guardrail will be added to the approaches.

The total project length is approximately 528 feet. Approximately 0.989 acre of permanent and 0.084 acre of temporary right-of-way acquisition is anticipated. No existing right-of-way is documented, so the

Minor Projects PA Project Submittal and Assessment Form

apparent existing right-of-way will be acquired to accommodate the bridge. Maximum proposed right-of-way widths along County Road 100 East are 45 feet from centerline. Temporary right-of-way will be used to access the bridge on the west side. Tree clearing is expected. Maintenance of Traffic will consist of road closure and a detour.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work: N/A

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

Big Creek
Structure No. 91-00180 B
NBI No. 9100144
Box Beam

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

Yes No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

Yes No

Inventory Page # _____

Will there be right-of-way acquisition as part of this project?

Yes No

If yes was checked above, please check all that apply:

Permanent Temporary Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way: There is no documented right-of-way on County Road 1300 South. A total of approximately 0.835 acre of permanent right-of-way acquisition, including reacquisition of the pavement, is anticipated from either side of County Road 1300 South to accommodate the new bridge. Approximately 0.07 acre of temporary right-of-way acquisition is anticipated to facilitate channel reconstruction.

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

Yes No

Archaeology (check one):

All proposed activities are presumed to occur in previously disturbed soils*

**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

Minor Projects PA Project Submittal and Assessment Form

- Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming***

** If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow): **B-4**

Installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

B-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

Minor Projects PA Project Submittal and Assessment Form

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.

Check if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Soil survey data
- General project area photos Archaeology Reports Historic Property Reports
- Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report
- Bridge inspection information/BIAS Historic Bridge Inventory Database
- SHAARD SHAARD GIS Streetview Imagery County GIS Data/Property Cards

Minor Projects PA Project Submittal and Assessment Form

Other (please specify):

Bennett, Stacy N.

2022 Archaeological Records Check and Phase Ia Field Reconnaissance for a Bridge Replacement on CR 100 E over Big Creek Ditch Located 0.14 Miles South of Smithson Road, Big Creek Township, White County, Indiana (Des. No. 2003033). NS Services, Zionsville. Document on file at INDOT-CRO.

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-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) list for White County. No listed resources are present within 0.15 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 *White County Interim Report* (1993) of the Indiana Historic Sites and Structures Inventory (IHSSI) was 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 (IHBBC) map. The SHAARD information was checked against the interim report hard-copy maps. The following IHSSI-surveyed resource was recorded at the southwest corner of E. Smithson Road and E. County Road 100E: **1) #181-426-40002** (Tucker School; c.-1900 gable-front). Historical aerial imagery shows that his resource was demolished sometime between 1998 and 2000. No other IHSSI-surveyed resources were recorded within 0.15 mile of the project.

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.

Land surrounding the project area is rural with agricultural fields. Three residences are within 0.15 mile of the proposed project location. According to White County GIS/property records, none of these above-ground resources are currently 50 years of age nor will they be 50 years of age by the time of the proposed 2026 project letting.

According to BIAS records, the subject structure (Bridge No. 91-00180B/NBI No. 9100144) is a prestressed concrete box beam or girder (multiple) structure constructed in 1973. The bridge was not included in the 2009 INDOT-sponsored Historic Bridge Inventory due to its construction after 1965,

Minor Projects PA Project Submittal and Assessment Form

which was the cutoff year for inclusion in the inventory. On November 2, 2012, the Advisory Council on Historic Preservation (ACHP) issued the *Program Comment for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges (Program Comment)*. The *Program Comment* relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on most concrete and steel bridges built after 1945. On March 19, 2013, federal agencies were approved to use the *Program Comment* for Indiana projects.

The *Program Comment* applies for this bridge because it has not been previously listed in or determined eligible for listing in the National Register of Historic Places and it is not located in or adjacent to a historic district (Section IV.A of the *Program Comment*). As an example of a prestressed concrete box beam or girder (multiple) structure, this bridge is also not one of the types to which the *Program Comment* does not apply (arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges [Section IV.B]). Additionally, this bridge has not been identified as having exceptional significance for association with a person or event, being a very early or particularly important example of its type in the state or the nation, having distinctive engineering or architectural features that depart from standard designs, or displaying other elements that were engineered to respond to a unique environmental context (Section IV.C). This bridge also has not been identified as having some exceptional quality. Because the above criteria from the *Program Comment* have been met, no individual consideration under Section 106 is required for Bridge No. 91-00180B/NBI No. 9100144.

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-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by NS Services (Bennett 2022). No archaeological sites were previously recorded within or adjacent to the project area.

A 1.1-acre survey area was investigated via a combination of systematic shovel probing (n=13), pedestrian survey in tilled agricultural fields, and visual inspection of obviously disturbed areas. No archaeological resources were documented as a result of the survey and no additional investigation is recommended (Bennett 2022).

Therefore, there are no archaeological concerns provided that the project scope does not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Susan Branigin and Matt Coon

INDOT Approval Date: January 2, 2023

Amendment Approval Date (if applicable):

****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.*

Appendix E

Red Flag and Hazardous Materials



Date: January 26, 2023

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Gabriel Franco, P.E.
Franco Consulting Engineers
4668 Pearcrest Way
Greenwood, IN 46143
gfranco@francoengineers.com

Re: RED FLAG INVESTIGATION
DES # 2003033, Local Project
Bridge Replacement
S CR 100 E., 0.14 Mile South of E Smithson Rd.
White County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: This bridge replacement project is located on S CR 100 E. over Big Creek Ditch, approximately 0.14 mile south of E Smithson Rd.

The replacement includes the following: three-span (37 feet-9 inches, 38 feet-6 inches, 37 feet-9 inches) bridge with 8 inches reinforced concrete deck on four (17 inches x 48 inches) prestressed concrete spread box beams. The substructure will consist of integral end bents and wall piers supported on steel H piles. Revetment Riprap will be placed along the spill slopes and around the piers for scour protection. The project also includes reinforced concrete bridge approaches and approximately 362 feet of roadway improvements.

Bridge Work Included in Project: Yes No Structure # 91-00180

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).

Culvert Work Included in Project: Yes No Structure #(s) _____

Proposed right of way: Temporary # Acres 0.094 Permanent # Acres 0.989, Not Applicable

Type and proposed depth of excavation:

This bridge replacement project will include the following excavation:

1. Along the existing spill slopes to install riprap at a depth of 1.5 feet and an average lay width of 95 feet.

2. Removal of roadway to install reinforced concrete bridge approaches, approximately 23 feet south and 23 feet north of the bridge, at a depth of 1.83 feet, for an approximate length of 46 feet, and an approximate width of 32.5 feet.
3. Removal of roadway to install new pavement, approximately 124 feet south and 124 feet north of the bridge, at a depth of 1.83 feet, for an approximate length of 248 feet, and an average width of 36 feet.
4. Approximately 120 feet of roadway widening (20 feet at the south end and 100 feet at the north end of the project), at a depth of 1.83 feet, and an average width of 2 feet.
5. Removal of earth to realign the existing ditches with depths varying from 0.68 foot to 1.93 feet deep, the total ditch length of 320 feet (270 feet Sodding + 50 feet riprap), and average ditch width of 8 feet.

Maintenance of traffic (MOT): Full closure of the bridge and a detour is proposed. the bridge site will be closed approximately six months during construction. An official detour route will be established to maintain traffic. A likely detour route for northbound traffic on S CR 100 E would include traveling west on W CR 350 S to north on SR 43 to east on E Smithson Rd. This detour is approximately 3.70 miles long and it will add approximately 2.70 miles of travel.

Work in waterway: Yes No Below ordinary high water mark: Yes No
 State Project: LPA:
 Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:

No Infrastructure resources were identified within 0.5 mile search radius.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	1	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	4
Canal Structures – Historic	N/A	Lakes	N/A
NPS NRI Listed	N/A	Floodplain - DFIRM	N/A
NWI-Lines	1	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	1	Sinkhole Areas	N/A
Rivers and Streams	4	Sinking-Stream Basins	N/A

Explanation:

NWI - Points: One (1) NWI point is located within the 0.5 mile search radius. The NWI point is located approximately 0.30 mile southwest of the project area. No impact is expected.

NWI – Lines: One (1) NWI line segment is located within the 0.5 mile search radius. The NWI line segment is located within the project area. A Waters of the US Report is recommended based on mapped features and coordination with the appropriate agency, if applicable, will occur.

IDEM 303d Listed Streams and Lakes (Impaired): One (1) 303d Listed Stream is located within the 0.5 mile search radius. Big Creek Ditch is located within the project area. Big Creek Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Four (4) River and Stream segments are located within the 0.5 mile search radius. The nearest segment, Big Creek Ditch, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

NWI – Wetlands: Four (4) wetland polygons are located within the 0.5 mile search radius. One (1) wetland polygon is located adjacent to the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation:

No Mining/Mineral Exploration resources were identified within 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Confined Feeding Operation: One (1) confined feeding operation, Schroeder Farms Swine Division Incorporated, is located within the 0.5 mile search radius. It is located at 779 E. Smithson Rd., approximately 0.30 mile northwest of the project area. Schroeder Farms Swine Division, 779 E. Smithson Rd., AI# 56704. Document 82832066 on Virtual File Cabinet indicates that an inspection that took place on August 29, 2019 resulted in no violations observed. No impact is expected, however, due to the MOT full road closure of S 100 E, coordination with Schroeder Farms will occur.

ECOLOGICAL INFORMATION SUMMARY

The White County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_white.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. 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 land. The October 27, 2021 inspection report for Bridge # 91-00180 contains no information about whether bats are present or absent on the bridge. Additional investigation to confirm the presence or absence of bats on the bridge will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

INFRASTRUCTURE: N/A

WATER RESOURCES:

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with the appropriate agency, if applicable, will occur for the following features:

- One (1) NWI line segment is located near the project area.
- One (1) stream segment is located within the project area.
- One (1) wetland polygon is located within the project area.

Also, one (1) 303d Listed Stream impaired is located near the project area. Big Creek Ditch is located within the project area and it is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

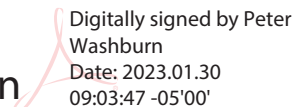
MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

Confined Feeding Operation: One (1) confined feeding operation, Schroeder Farms Swine Division Incorporated, is located within the 0.5 mile search radius. It is located at 779 E. Smithson Rd., approximately 0.30 mile northwest of the project area. Due to the MOT full road closure of S 100 E, coordination with Schroeder Farms will occur.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur. Additional investigation to determine the presence or absence of bats on the bridge will be necessary. 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 ESD concurrence: **Peter Washburn**  Digitally signed by Peter Washburn
Date: 2023.01.30 09:03:47 -05'00' (Signature)

Prepared by:
Gabriel Franco, PE
Project Manager
Franco Consulting Engineers

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

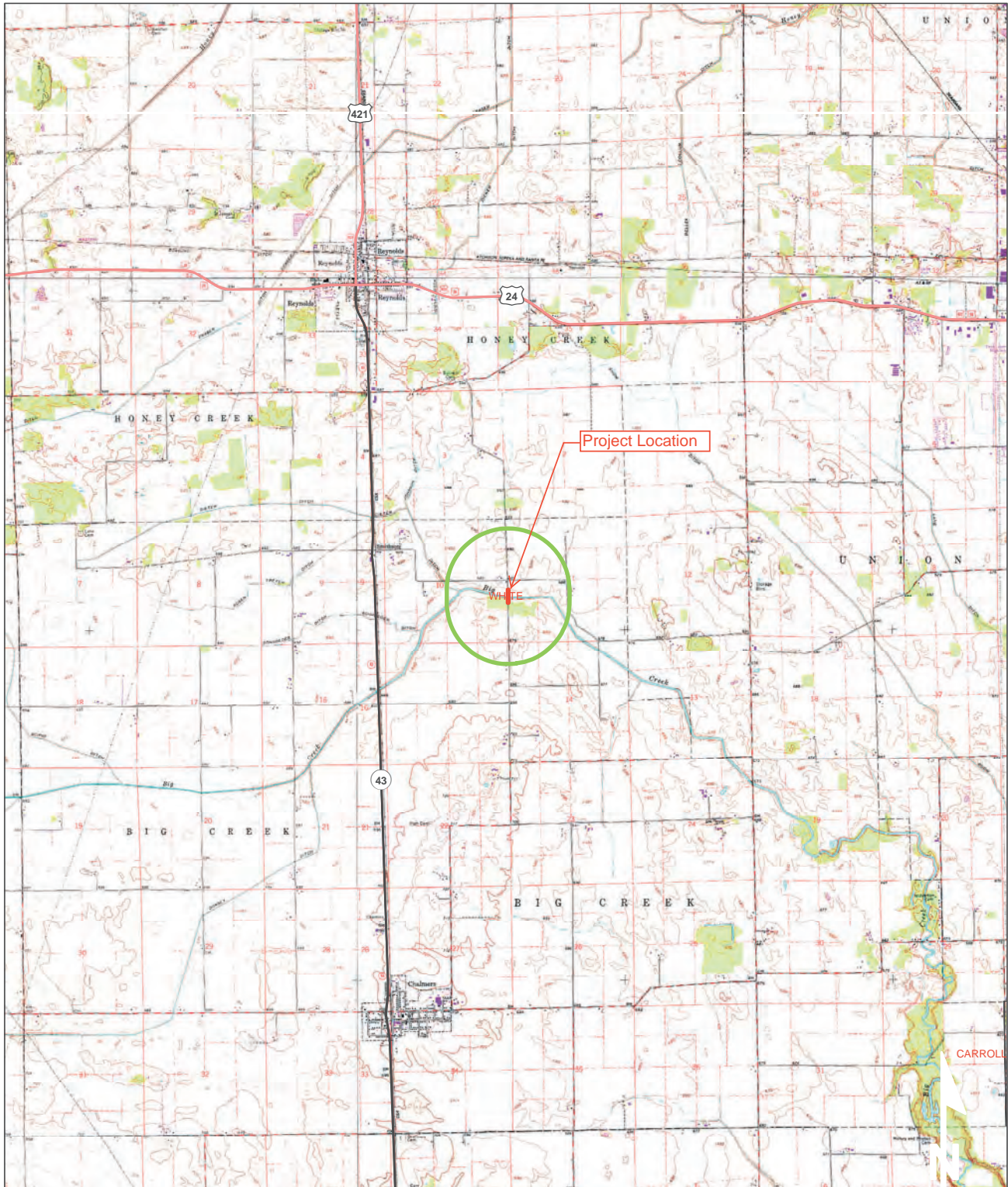
INFRASTRUCTURE: N/A

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

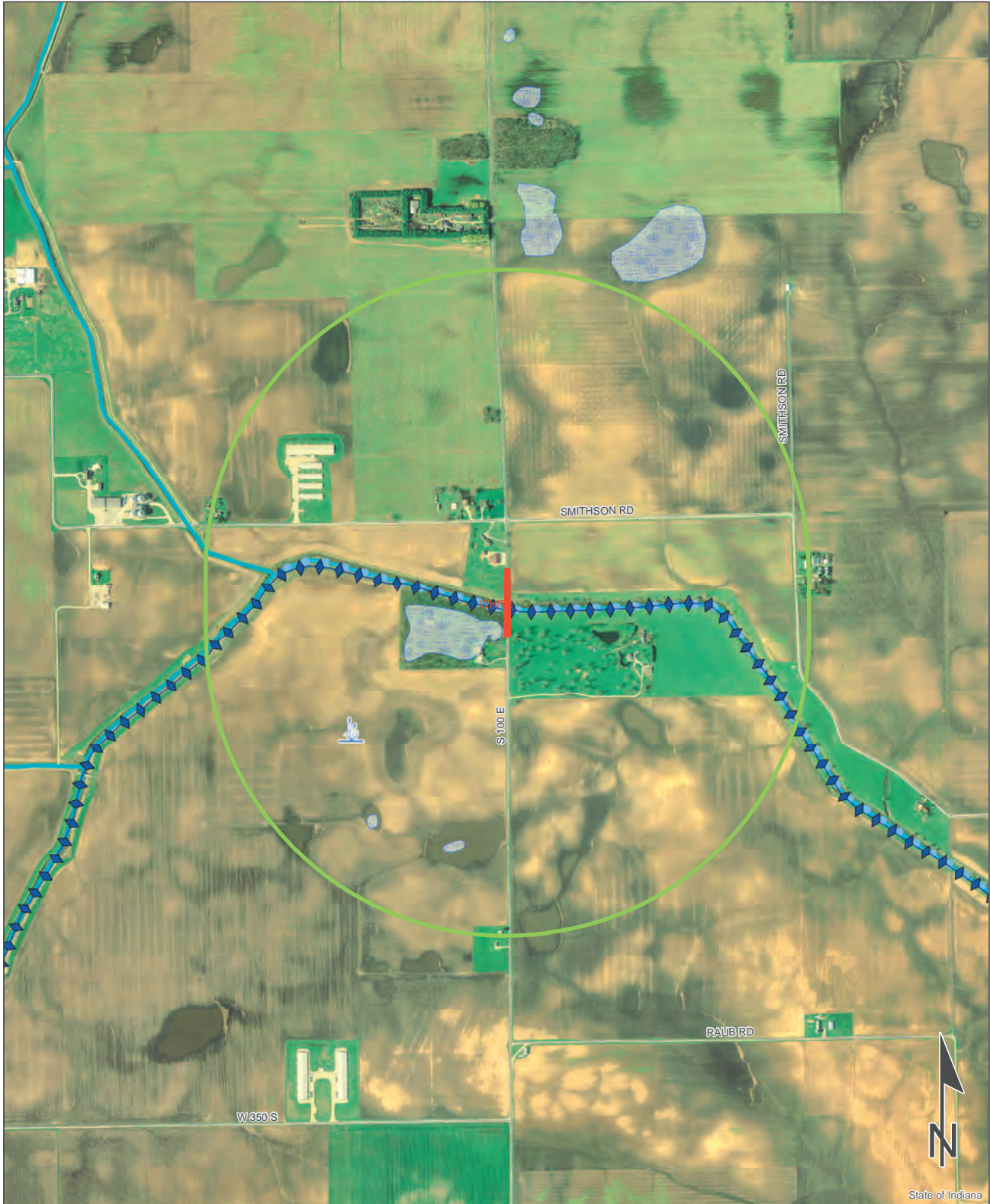
Red Flag Investigation - Site Location
 S CR 100 E, 0.14 Mile South of E Smithson Rd.
 Des. No. 2003033, Bridge Replacement
 White County, Indiana



Sources: 1 0.5 0 1 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

MONTICELLO SOUTH
 QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES

Red Flag Investigation - Water Resources
 S CR 100 E, 0.14 Mile South of E Smithson Rd.
 Des. No. 2003033, Bridge Replacement
 White County, Indiana



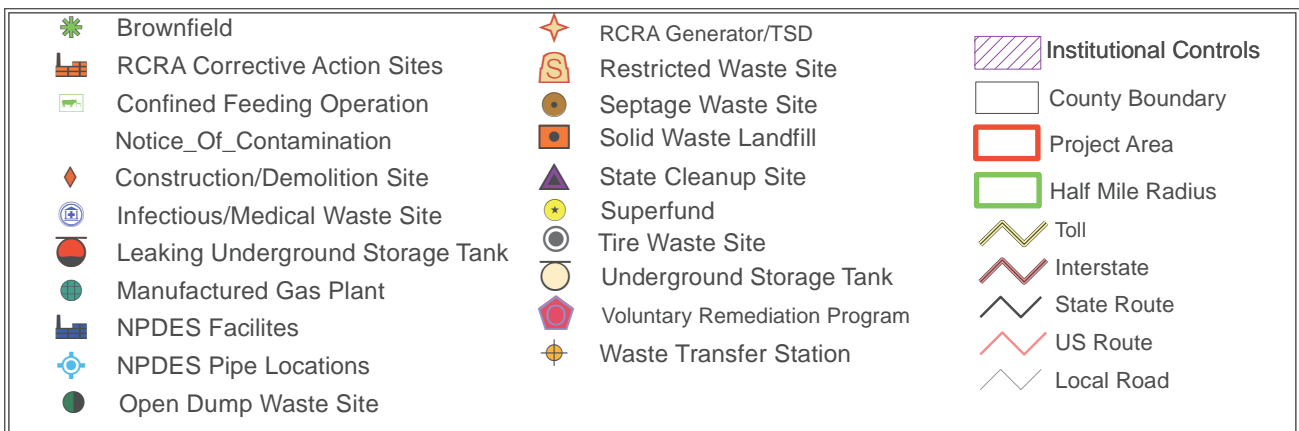
Sources:
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

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



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

Red Flag Investigation - Hazardous Material Concern
 S CR 100 E, 0.14 Mile South of E Smithson Rd.
 Des. No. 2003033, Bridge Replacement
 White County, Indiana



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

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

Appendix F

Water Resources

ECOLOGICAL EVALUATION FORM

Road: CR 100 East Des. No: 2003033 County: White
 Project Description: Bridge Project – Bridge No. 180 Carrying CR 100 East over Big Creek
 Natural Region and Section: Iroquois Till Plains; S. 10 and 11, T. 26 N, R. 4 W
 8-Digit Watershed: 05120106 USGS Quadrangle: Monticello South

RIGHT-OF-WAY BY LAND USE TYPE

Permanent Right-of-way		Temporary Right-of-way	
Land Use Type	R/W (ac)	Land Use Type	R/W (ac)
Agricultural	0.58	Residential	0.05
Wooded	0.14	Agricultural	0.05
Existing Pavement	0.28	Wooded	
Total Perm R/W	1.00	Total Temp R/W	0.10

Is the project located in an urban or a rural setting? Rural
 Is land use in the project changing? Yes **No** If yes, explain: _____

QUADRANT DESCRIPTION

Northeast Agricultural; this area includes roadside grasses and agricultural crops dominated by the following species within the study area: perennial ryegrass (*Lolium perenne*, FACU) and soybean (*Glycine max*, UPL)

Northwest Residential; this area includes roadside and residential lawn areas dominated by the following species within the study area: perennial ryegrass (*Lolium perenne*, FACU) and smooth brome (*Bromus inermis*, FACU)

Southeast Residential; this area is dominated by the following species within the study area: perennial ryegrass (*Lolium perenne*, FACU) and smooth brome (*Bromus inermis*, FACU)

Southwest Wooded/Residential; the wooded area is dominated by the following species within the study area: Virginia creeper (*Parthenocissus quinquefolia*, FACU), black snakeroot (*Sanicula canadensis*, FACU), false Solomon's seal, Amur honeysuckle (*Lonicera maackii*, UPL), pignut hickory (*Carya glabra*, FACU), black walnut (*Juglans nigra*, FACU) and osage orange (*Maclura pomifera*, FACU).

STREAM INFORMATION

	Width	Depth
Bank Full Channel	95 feet	17.5 feet
Ordinary High Water Mark	33 feet	1.2 feet

Substrate Material: (circle one) silt sand gravel loose rock bedrock
 Flow Velocity: (circle one) stagnant slow moderate swift rapid
 Does the stream contain riffle/pool complexes? **Yes** No
 Does the stream contain meanders within the proposed right-of-way? Yes No
 Is channel work proposed as part of this project? **Yes** No If yes, describe: Riprap will be placed on the banks and keyed into the toe-of-slope areas under the bridge.
 Is aquatic flora present? Yes No If yes, please list: _____
 Is aquatic fauna present? **Yes** No If yes, please list: minnows
 Comments:

TERRAIN

Immediate Area: Depressed Flat Gently Rolling Rolling Hilly
 Extended Area: Depressed Flat Gently Rolling Rolling Hilly

TERRESTRIAL WILDLIFE

Fauna Observed or Indicated

Family ¹	Common Name	Scientific Name	Indication ²
Mammal	Raccoon	<i>Procyon lotor</i>	tracks
Mammal	White-tailed Deer	<i>Odocoileus virginianus</i>	tracks

¹Mammal, Bird, Reptile, or Amphibian

²Observed Animal, Tracks, Scat, Homes, and/or Markings

Dominant Flora Observed

Strata ¹	Common Name	Scientific Name	Wetland Indicator ²	Location ³
Overstory	Black walnut	<i>Juglans nigra</i>	FACU	Upland
Overstory	Pignut hickory	<i>Carya glabra</i>	FACU	Upland

Overstory	Common hackberry	<i>Celtis occidentalis</i>	FAC	Upland
Understory	Amur honeysuckle	<i>Lonicera maackii</i>	UPL	Upland
Herbaceous	Canada goldenrod	<i>Solidago altissima</i>	FACU	Upland
Herbaceous	Black snakeroot	<i>Sanicula canadensis</i>	FACU	Upland
Herbaceous	Common blue violet	<i>Viola sororia</i>	FAC	Upland
Herbaceous	False Solomon's seal	<i>Maianthemum racemosum</i>	FACU	Upland
Herbaceous	Smooth Brome	<i>Bromus inermis</i>	FACU	Upland
Herbaceous	Perennial ryegrass	<i>Lolium perenne</i>	FACU	Upland

¹Overstory, Understory, Vine, or Herbaceous

²UPL, FACU-, FACU, FACU+, FAC-, FAC, FAC+, FACW-, FACW, FACW+, or OBL

³Floodplain, Depression, or Upland

SOILS INFORMATION

Abbreviation	Soil Name	Soil Texture	Hydric Soil Status ²	Location ³
Re	Rensselaer clay loam	Clay loam	H- Hydric Soil	Upland, Floodplain
Wh	Whitaker silt loam	Silt loam	HI – Hydric Inclusions	Upland

²H-Hydric Soil, HI-Contains Hydric Inclusions, NH-Non-Hydric

³Floodplain, Depression, or Upland

ENDANGERED AND THREATENED SPECIES

Is this project located within the range of any Federally Endangered or Threatened Species? Yes No

Common Name	Scientific Name	Status	Confirmed Occurrences Nearby?	Suitable Habitat Present
Indiana bat	<i>Myotis sodalis</i>	E	No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	E	No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Will any of the above listed species be impacted by the planned improvements? Yes No

NATURAL AREAS

Are there any natural areas located within 5 miles of the project area? Yes No

Name	Location
Spinn Prairie Nature Preserve	Approximately 4.5 miles northwest of the project area

WETLAND INFORMATION

Are wetlands mapped within or adjacent to project limits? Yes No

Wetland Type	Abbreviation	Location within Project	Confirmed in Field?
Palustrine, Scrub-shrub, broad-leaved deciduous, temporarily flooded	PSS1A	Adjacent to the southwest quadrant of the project area.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Undetermined <input type="checkbox"/>

Were any of the following wetland indicators observed in or adjacent to project limits?

	Yes	No	Location within Project
Standing Water	___	<input checked="" type="checkbox"/>	_____
Saturated Soil	___	<input checked="" type="checkbox"/>	_____
Depressional Areas	___	<input checked="" type="checkbox"/>	_____
Water Marks on Trees	___	<input checked="" type="checkbox"/>	_____
Drift Lines	<input checked="" type="checkbox"/>	___	On both banks of Big Creek
Fluted Tree Trunks/Roots	___	<input checked="" type="checkbox"/>	_____
Sediment Deposits	<input checked="" type="checkbox"/>	___	On both banks of Big Creek
Water Stained Leaves	___	<input checked="" type="checkbox"/>	_____

Is there a potential for impacts to jurisdictional wetlands as a result of the planned improvements? Yes No

Comments: No potential wetland areas were observed during the field investigation.

Performed by: Ryan Scott

Date: 09/28/2022

“WATERS OF THE U.S.” DETERMINATION REPORT

White County Bridge No. 180 over Big Creek Ditch

Des. No. 2003033

Asset IDs: 91-00180 B

Prepared By: Ryan L. Scott

Contact Information: rscott@bfsengr.com / 317-713-4615

Butler, Fairman & Seufert, Inc.

Completed Date: October 28, 2022

Date of Field Investigation: September 28, 2022

Project Location: The project is in Sections 10 and 11, Township 26 North, and Range 4 West on the U.S. Geological Survey (USGS) Monticello South Quadrangle, White County, Indiana (see Attachment 1).

LAT 40.71214 N; LONG -86.85136 W

Project Description:

The White County Board of Commissioners has identified the need to address the deteriorated condition of Bridge No. 180 carrying CR 100 East over Big Creek Ditch. The project (Des. No. 2003033) intends to remove and replace the existing 3-span bridge with new 3-span concrete slab bridge on the same alignment. Riprap will be on 2:1 slopes on both sides of the stream through the crossing.

The study area includes the existing and proposed right-of-way areas needed to complete the project. From the centerline of CR 100 East, the study area footprint extends along CR 100 East 45 feet to the east and 65 feet to the west. From the center point of the existing bridge, the study area footprint extends 300 feet to the north and 300 feet to the south (see Attachment 2). Land use in the vicinity of the project includes residential and agricultural land in the northwest quadrant, agricultural land in the northeast quadrant, residential land in the southeast quadrant, and forested and residential land in the southwest quadrant.

Desktop Reconnaissance:

Prior to the field investigation, several reference materials were consulted to gain information about the site. The USGS Monticello South, Indiana quadrangle map was used to determine contours of the site and locate any water bodies in the area, as well as to provide a legal description of the area (see Attachment 1). The Natural Resources Conservation Service (NRCS) Web Soil Survey website was consulted to determine if the project area contained any soils listed in either the *Hydric Soils of the United States* manual or the state list of hydric soils publication, along with a description of characteristics displayed by the mapped soil types of the area (see Attachments 11-13). The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) map was used to find and classify any previously catalogued wetlands in the project area (see Attachment 10). The Indiana Department of Natural Resources (IDNR) Floodplain Portal was consulted to gain an understanding of historic flood locations and frequency; the project is located within a mapped floodway (see Attachment 14). The USGS National Hydrography Dataset (NHD) map was used to evaluate the potential for streams within the project area (see Attachment 15). All this information provided a background for the hydrologic regime of the area.

National Wetlands Inventory (NWI) Map:

The following is a list of mapped wetlands located either within or near the proposed project study limits (see Attachment 10).

- A freshwater wetland is mapped, classified by Cowardin et. al.¹ as a palustrine, scrub-shrub, broad-leaved deciduous, temporary flooded (PSS1A) wetland located in the southwest quadrant of Bridge No. 180.

Soil Map Data:

According to the NRCS Web Soil Survey website² for White County, Indiana (see Attachments 11-13). The following table summarizes the soil types found in the investigation area, including characteristics such as Flooding Frequency, Drainage Class, Hydric Soil Category, and Hydric Rating.

Soil Unit Name	Symbol	NRCS Flooding Frequency	NRCS Drainage Class	NRCS Hydric Soil Category	SSURGO Hydric Rating
Rensselaer clay loam	Re	None	Poorly Drained	Hydric	100
Whitaker silt loam	Wh	None	Somewhat Poorly Drained	Predominantly Non-Hydric	3

USGS National Hydrography Dataset (NHD) Map:

According to the USGS NHD map, Big Creek Ditch is shown as an artificial path flowing east through the study area (see Attachment 15).

USGS 14-digit hydrologic unit code (HUC): 05120106150030; Big Creek Ditch-Outlet

Attached Documentation:

- Maps of the project area (topo, aerial, NWI, soil, floodplain, NHD); Attachments 1 – 3, and 10 – 15
- Photographs of the project area with orientation map: Attachments 4 – 9
- IDNR Floodplain Analysis and Regulatory Assessment: Attachments 16 – 17
- Preliminary Jurisdictional Determination (PJD) Form; Attachments 18 – 21

Field Reconnaissance:

The site was investigated during the growing season on September 28, 2022. The study area limits for this site visit were based on the known project scope at that time and includes a large rectangular area measuring 110 feet by 600 feet (Attachment 2). The total area investigated measures approximately 1.52 acres. The area was investigated by walking transects within the study limits for the project and looking for any visual evidence of stream or wetland characteristics. Wetland boundaries and sampling point locations were recorded in the field

¹ Cowardin, L.M, V. Carter, F.C. Golet, E.T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of Interior, Fish and Wildlife Service, Washington D.C.

² <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

using a handheld Global Positioning System (GPS) unit. Ordinary high-water mark (OHWM) and bankfull measurements and were taken, when present, at a water feature and dominant substrate material was also noted. If present, roadside ditches were examined for possible jurisdictional status. Any areas that exhibited wetland characteristics (hydrophytic vegetation, hydrology, and hydric soils) were investigated to determine if the area should be classified as wetland. Field data collection was based on the methodologies presented in the 1987 U.S Army Corps of Engineers (USACE) Wetlands Delineation Manual ('87 Manual) and the 2012 Regional Supplement to the USACE Wetlands Delineation Manual: Northcentral and Northeast Region Version 2.0 (Regional Supplement). Field methods did not deviate from the standard methods found in the '87 Manual or the Regional Supplement.

Stream Features:

According to the USGS quadrangle map, there is one (1) mapped stream located within the study area. Big Creek Ditch and is identified as a perennial USGS blue line stream that flows east through the project area, and discharges into Tippecanoe River approximately 7 miles downstream of the bridge location. According to the IDNR Floodplain Analysis and Regulatory Assessment letter issued February 16, 2022, Big Creek Ditch has a drainage area upstream of the study limits of 49.58 square miles (Attachments 16-17). This waterway falls within the larger Big Creek Ditch-Outlet Watershed identified by the USGS 14-HUC 05120106150030. Big Creek Ditch is classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH) waterway. There is approximately 110 linear feet of Big Creek Ditch located within the study area for the project. It is of average quality due to the presence of riffle-pool complexes and a mostly intact forested floodplain in the southwest quadrant. The stream also receives runoff from adjacent agricultural fields upstream contributing to high sediment loads. The substrate is primarily sand. The OHWM width is approximately 33 feet and OHWM depth is approximately 1.2 feet. All stream measurements were taken at LAT/LONG 40.71214 / -86.85136, upstream of the bridge crossing. The stream had an average water depth of approximately 11 inches at the time of the site visit. Big Creek Ditch is determined to be a perennial stream based on its location below the water table, and a “Waters of the U.S.” because it has a defined bed and banks, displays an OHWM, and is a solid blue-line feature on the USGS quadrangle.

Table 1: Stream Summary Table

Stream Name	Photo Numbers	Latitude/ Longitude (UTM NAD 83)	OHWM width / depth	USGS ID	Presence of Riffles / Pools	Channel Substrate	Functional Quality	Likely Water of the U.S.	Linear Ft. in Study Area
Big Creek Ditch	1, 2, 7, 8	40.71214 / -86.85136	33 ft. / 1.2 ft.	Perennial (solid blue line)	Yes	Sand	Average	Yes	110 ft.

Existing Riprap:

Areas of riprap currently exist on both spill slope areas under Bridge No. 180 between the bridge end bents and piers. The riprap footprints on both banks vary and extend 0 to 6 feet beyond the width of the bridge.

Wildlife Evidence and Concerns:

Raccoon (*Procyon lotor*) and white-tailed deer (*Odocoileus virginianus*) tracks were observed along the eastern stream bank areas of Big Creek Ditch both north and south of Bridge No. 180.

No other indications of terrestrial wildlife (tracks, scat, homes and/or markings) were observed within the study area.

Wetlands:

A cursory review of the forested southwest quadrant of Bridge No. 180 revealed a dominant upland community within the study limits, including Virginia Creeper (*Parthenocissus quinquefolia*, FACU), black snakeroot (*Sanicula canadensis*, FACU), false Solomon's seal, Amur honeysuckle (*Lonicera maackii*, UPL), pignut hickory (*Carya glabra*, FACU), black walnut (*Juglans nigra*, FACU) and osage orange (*Maclura pomifera*, FACU). In addition, no visible indications of wetland hydrology were observed. Therefore, this area is considered to be non-wetland.

No other potential wetland features observed within the study area.

Open Water:

No open water features were observed in the investigated area.

Roadside Ditches:

No roadside ditch features were observed in the investigated area.

Conclusions:

Field observations revealed one (1) waterway (Big Creek Ditch) within the study area that exhibited a defined channel and OHWM characteristics. No wetlands were identified within the study limits of the project area. Big Creek Ditch is the only jurisdictional feature identified in the investigation area. Every effort should be taken to avoid and minimize impacts to this feature. If impacts are necessary, then mitigation may be required. INDOT Environmental Services should be contacted immediately if impacts occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgement based on the guidelines set forth by the Corps.

Acknowledgement:

This waters determination 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 Instruction Guidebook*, and other appropriate agency guidelines.

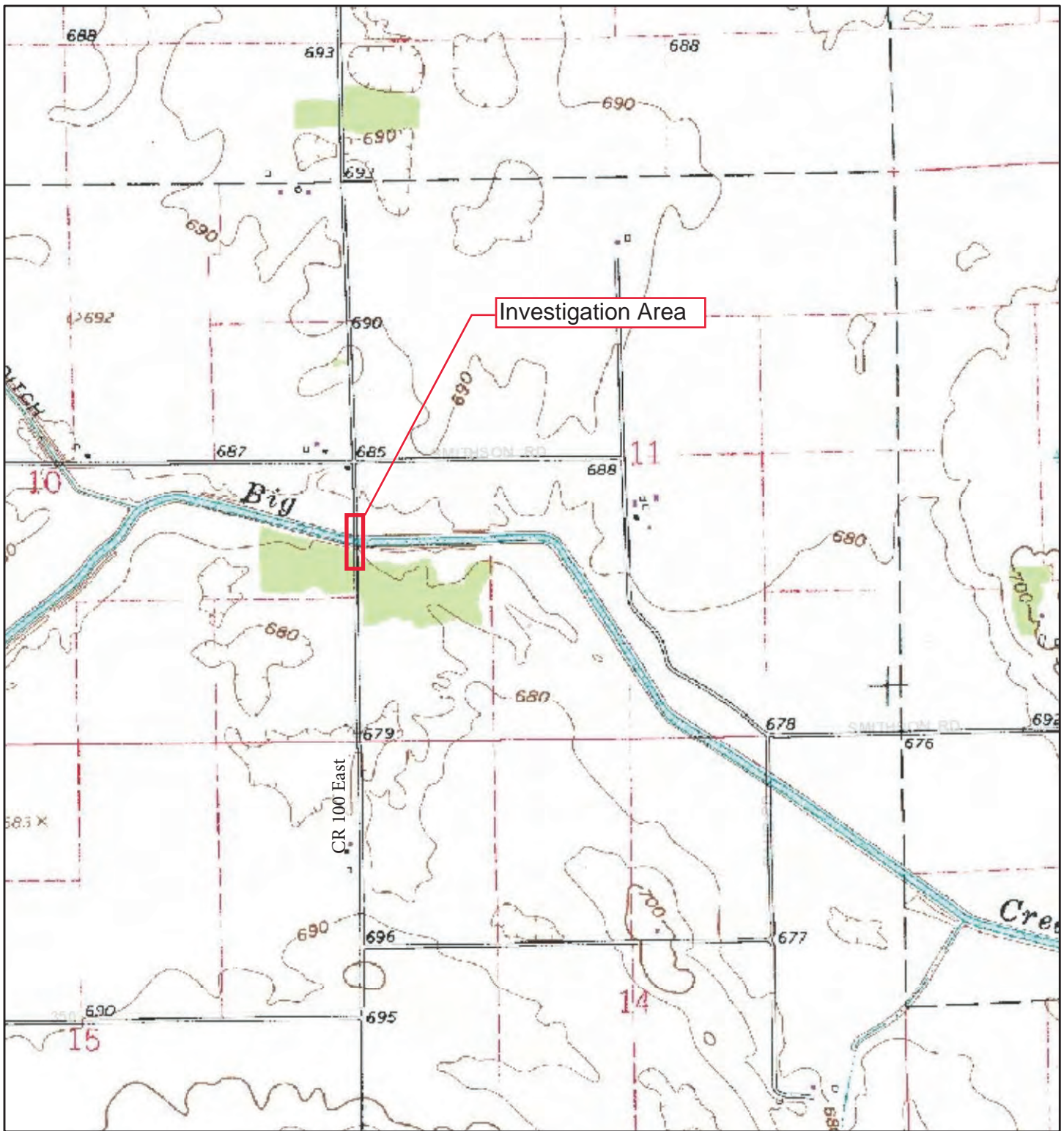
Ryan L. Scott



Environmental Services
Butler, Fairman, & Seufert, Inc.

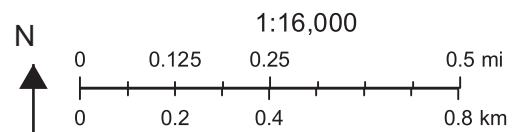
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- United States Department of Agriculture, Soil Conservation Service. 1991. *Hydric Soils of the United States*. Washington D.C. National Bulletin No. 1491.
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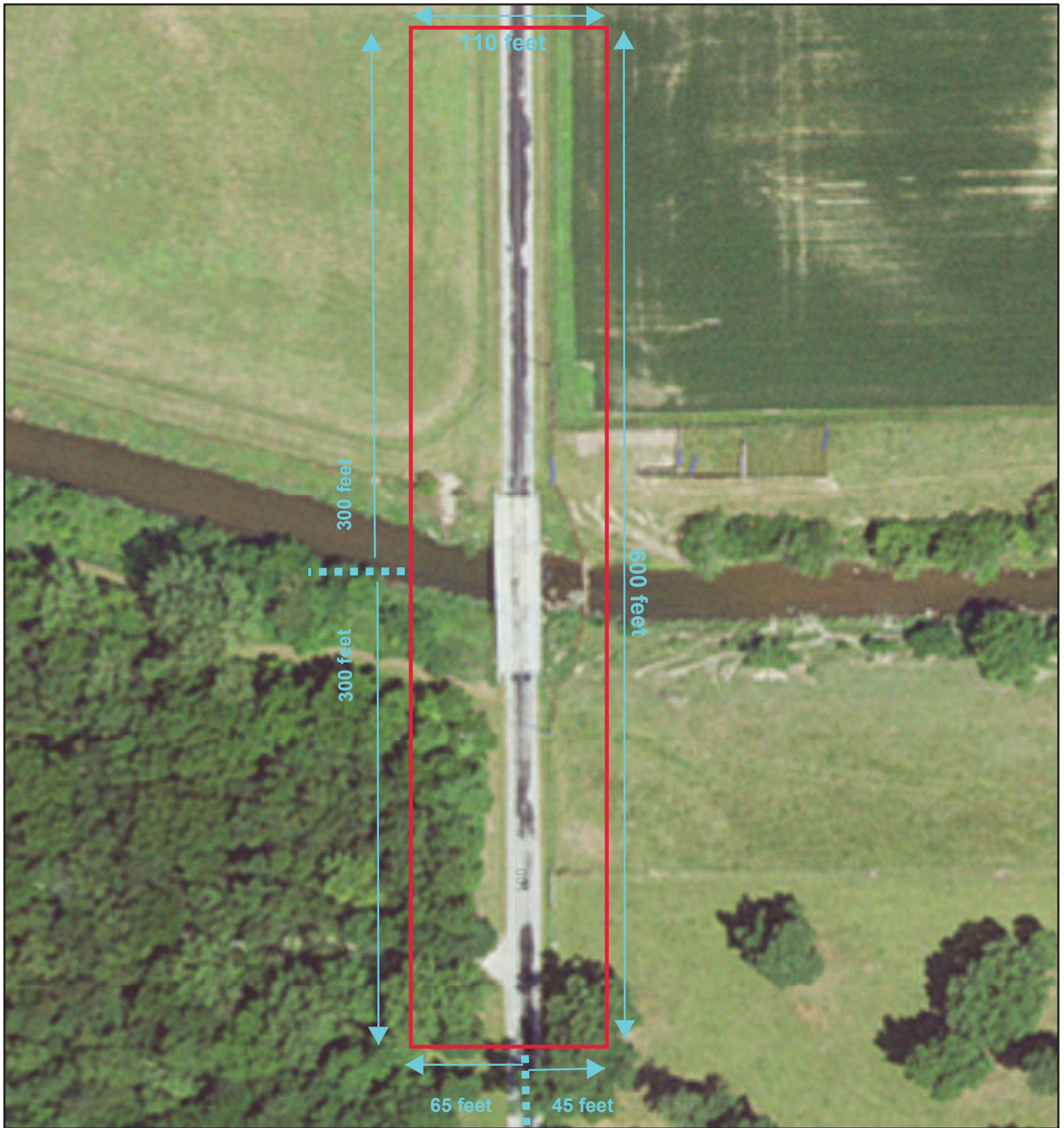


Replacement of Bridge No. 180
CR 100 East over Big Creek

USGS Monticello South, IN Quadrangle
S. 10 and 11, T. 26 N, R. 4 W
Big Creek Township, White County, Indiana



United States Geological Survey (USGS)
Indiana Department of Transportation (INDOT), U.S. Census Bureau (USCB),
Indiana Geographic Information Council (IGIC), UITS, Indiana Spatial Data
Portal

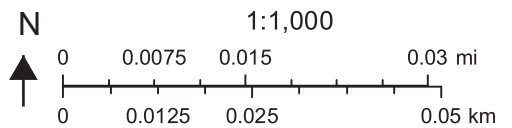


September 23, 2022

□ NAIP Imagery (2018)

**White County Bridge No. 180
CR 100 East over Big Creek
Des. No. 2003033**


▭ Investigation Area



Indiana Department of Transportation (INDOT), U.S. Census Bureau (USCB),
Indiana Geographic Information Council (IGIC), UITS, Indiana Spatial Data
Portal
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA),
U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

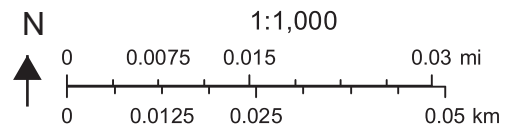


September 23, 2022

 NAIP Imagery (2018)

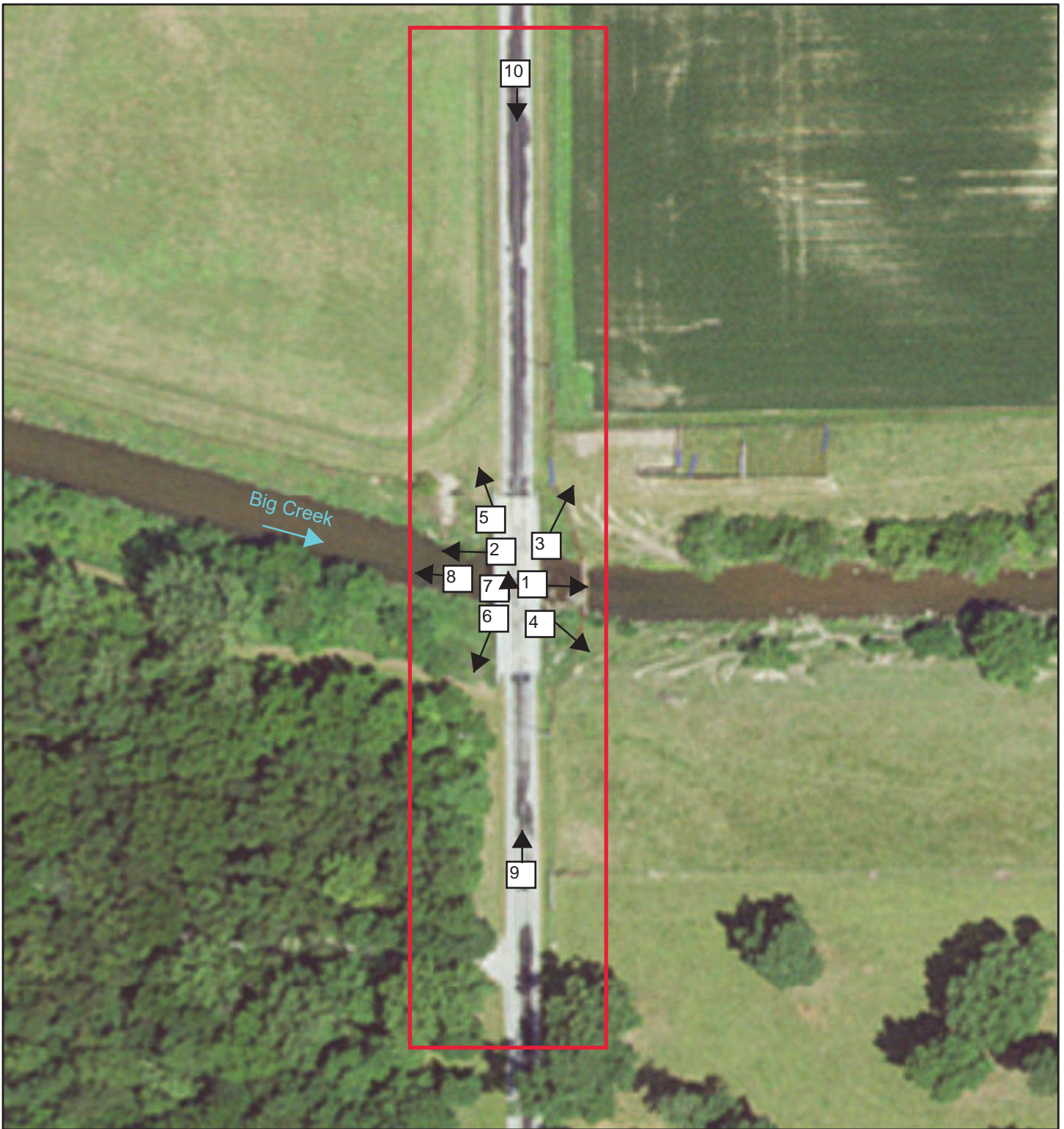
**White County Bridge No. 180
CR 100 East over Big Creek
Des. No. 2003033**

 Investigation Area



Indiana Department of Transportation (INDOT), U.S. Census Bureau (USCB),
Indiana Geographic Information Council (IGIC), UITS, Indiana Spatial Data
Portal
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA),
U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

Photo Orientation Map

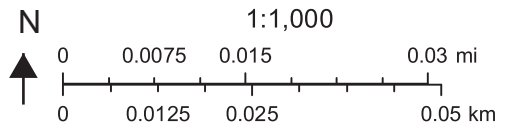


September 23, 2022

□ NAIP Imagery (2018)

**White County Bridge No. 180
CR 100 East over Big Creek
Des. No. 2003033**

▭ Investigation Area



Indiana Department of Transportation (INDOT), U.S. Census Bureau (USCB),
Indiana Geographic Information Council (IGIC), UITS, Indiana Spatial Data
Portal
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA),
U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

Photograph Sheets for White County Bridge No.180 over Big Creek

“Waters of the United States” Determination Report



1) Looking east (downstream) along Big Creek from Bridge No. 180



2) Looking west (upstream) along Big Creek from Bridge No. 180

Photograph Sheets for White County Bridge No. 180 over Big Creek

“Waters of the United States” Determination Report



3) Looking northeast at the northeast quadrant of Bridge No. 180



4) Looking southeast at the southeast quadrant of Bridge No. 180

Photograph Sheets for White County Bridge No. 180 over Big Creek

“Waters of the United States” Determination Report



5) Looking northwest at the northwest quadrant of Bridge No. 180



6) Looking southwest at the southwest quadrant of Bridge No. 180

Photograph Sheets for White County Bridge No. 180 over Big Creek

“Waters of the United States” Determination Report



7) Looking north across Big Creek at riffle under Bridge No. 180



8) Looking west (upstream) along Big Creek from under Bridge No. 180

Photograph Sheets for White County Bridge No. 180 over Big Creek

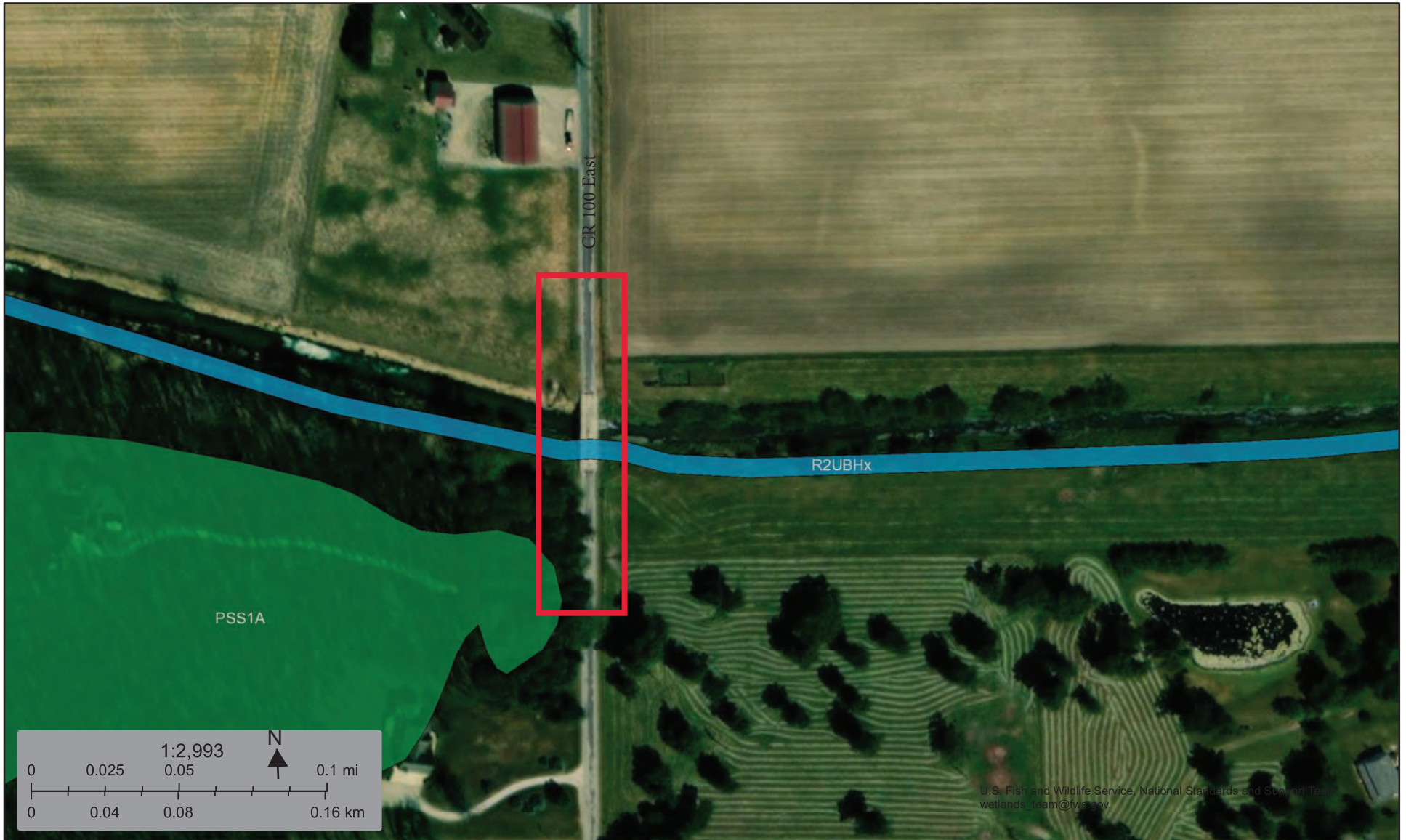
“Waters of the United States” Determination Report



9) Looking north along CR 100 East towards Bridge No. 180










10) Looking south along CR 100 East towards Bridge No. 180



September 23, 2022

Wetlands

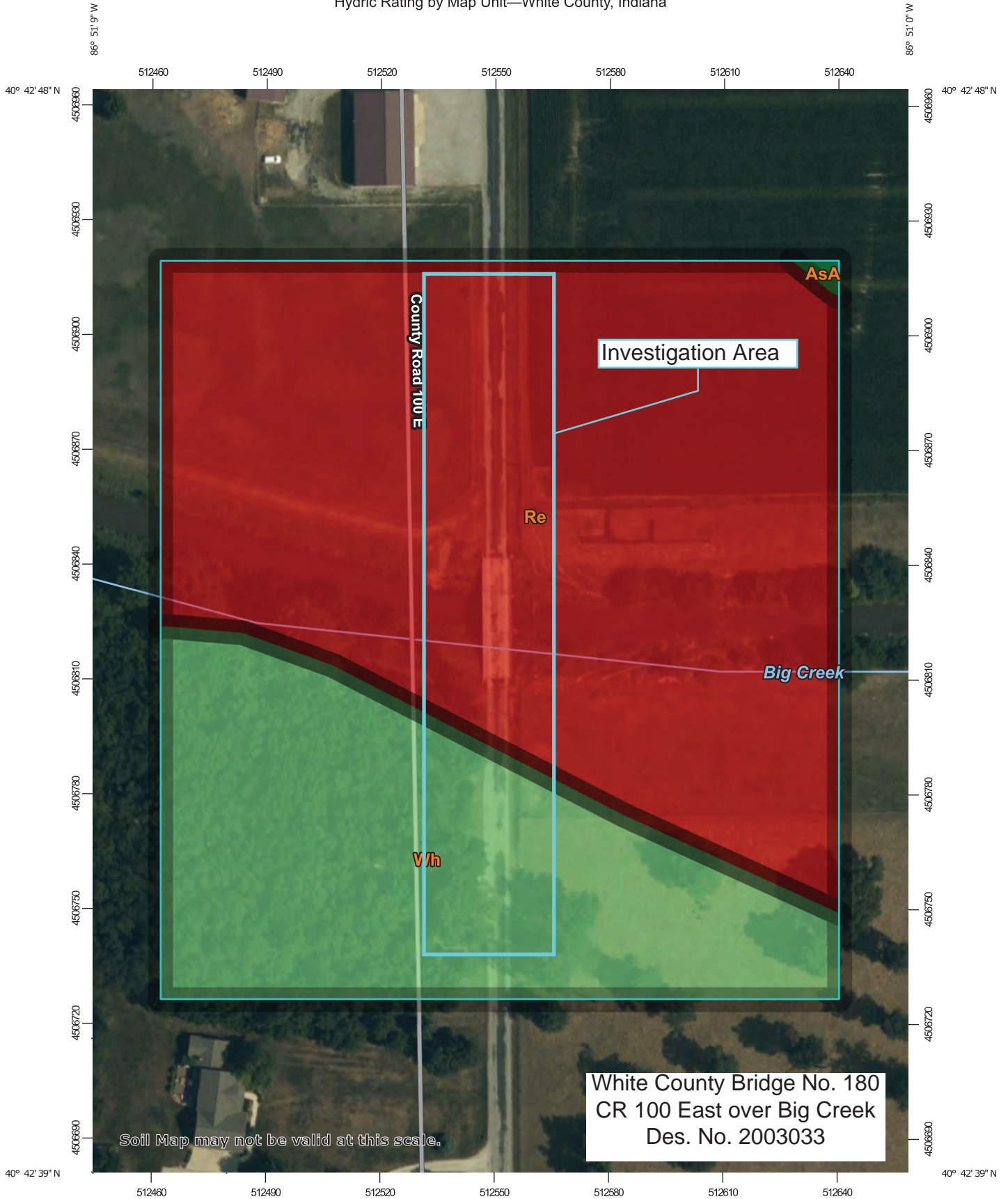
-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond

-  Lake
-  Other
-  Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

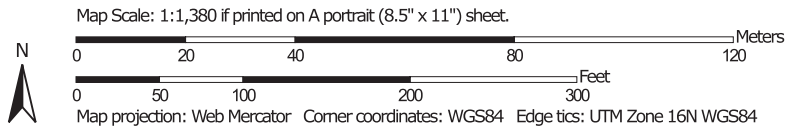
 Investigation Area

Hydric Rating by Map Unit—White County, Indiana




Soil Map may not be valid at this scale.

White County Bridge No. 180
CR 100 East over Big Creek
Des. No. 2003033









MAP LEGEND

Area of Interest (AOI)







 Area of Interest (AOI)

Soils







Soil Rating Polygons

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Lines

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available






Soil Rating Points

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: White County, Indiana
 Survey Area Data: Version 26, Sep 9, 2021

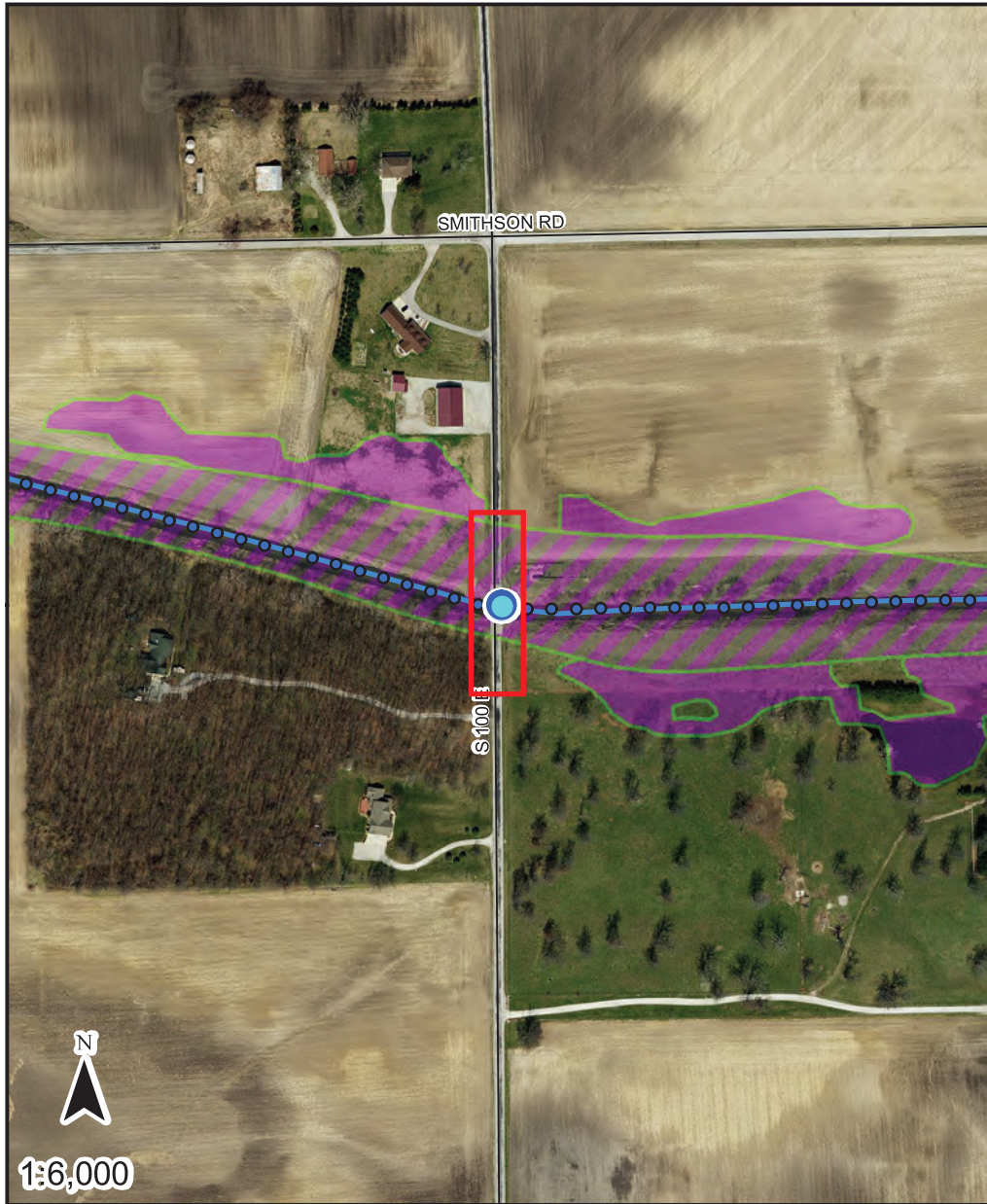
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2019—Sep 26, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AsA	Alvin fine sandy loam, 0 to 2 percent slopes	0	0.0	0.2%
Re	Rensselaer clay loam	100	5.7	66.6%
Wh	Whitaker silt loam	3	2.8	33.2%
Totals for Area of Interest			8.5	100.0%



- Point of Interest
- Base Flood Elevation Point

Flood Elevation Points

- STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

— 10 - 100

DNR Approximate Floodway

DNR Approximate Fringe



Investigation Area

Point of Interest Coordinates (WGS84)

Long: -86.8513645783

Lat: 40.7122804292

The information provided below is based on the point of interest shown in the map above.

County: **White**

Approximate Ground Elevation: **664.4 feet (NAVD88)**

Stream Name:

Base Flood Elevation: **676.8 feet (NAVD88)**

Big Creek

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **DNR Approximate Floodway**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Annette Siphema, Floodplain Administrator**

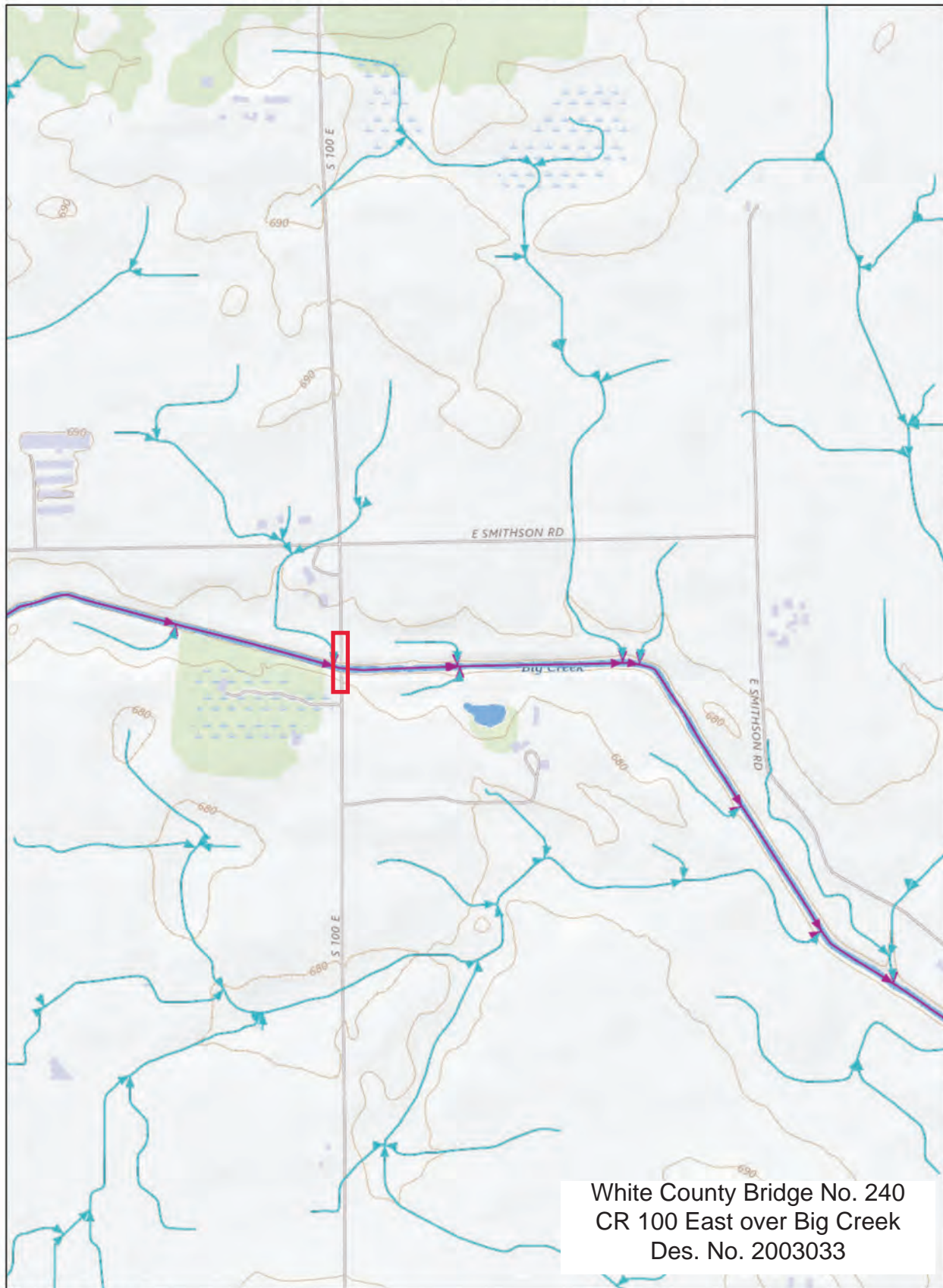
Community Jurisdiction: **White County, County proper**

Phone: **(574) 583-7355**

Email: **acobb@whitecountyindiana.us**

US Army Corps of Engineers District: **Louisville**

The National Map Advanced Viewer

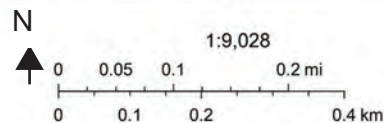


White County Bridge No. 240
CR 100 East over Big Creek
Des. No. 2003033

9/23/2022, 10:17:54 AM

 Investigation Area

- | | | | |
|-------------------------|--------------------------|------------------|------------------------|
| Waterbody - Large Scale | Area - Large Scale | Foreshore | StreamRiver |
| Estuary | Area of Complex Channels | Hazard Zone | Submerged Stream |
| Ice Mass | Area to be Submerged | Inundation Area | Wash |
| Lake Pond | BayInlet | Lock Chamber | Water IntakeOutflow |
| Playa | Bridge | Rapids | Flowline - Large Scale |
| Reservoir | CanalDitch | SeaOcean | Perennial |
| Swamp Marsh | DamWeir | Special Use Zone | Intermittent |
| | Flume | Spillway | Ephemeral |



USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset;



FLOODPLAIN ANALYSIS AND REGULATORY ASSESSMENT

Issue Date: 2/16/2022

File #: BQ-40328-0

Waterbody: Big Creek

County: White

Site Location: At the South 100 East stream crossing near Chalmers

Flood Risk Details

Drainage Area: 49.58 sq mi

Discharge: 5000 cfs

PERMITTING INFORMATION

DNR, Division of Water Permitting and Program Information

Unless the bridge project meets the exemption criteria outlined below, approval of the DNR, Division of Water under the Flood Control Act (IC 14-28-1) is required for any construction in a floodway area including obstructing, filling, excavating, or building a structure. A provision which exempts certain bridge projects from permitting requirements under the Flood Control 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 ... 50 square miles or less ... ""

Therefore, in order for a bridge project to be exempt from the permit requirements, it must meet all of the following criteria:

- be a state or county highway department project;
- be a bridge (span structure, culverts, etc.);
- be located in a rural area*; and
- cross a stream having an upstream drainage area of less than 50 square miles

* Rural area is defined as an area:

- 1) 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 base flood elevation with the project in place;
- 2) located outside the corporate boundaries of a consolidated or an incorporated city or town; and
- 3) located outside of the territorial authority for comprehensive planning (generally, a 2 mile planning buffer around a city or town)

All construction associated with the rural bridge within the project right-of-way such as bank protection, spoil disposal, borrow pits, etc. are considered part of this exemption.

This exemption has been grossly misunderstood and liberally applied in the past. As a result, the DNR, Division of Water 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 DNR, Division of Water that all 4 criteria have been satisfied. Failure to do so may result in the DNR, Division of Water initiating litigation with the potential for the imposition of fines.

Note: This exemption only applies to the Flood Control Act (IC 14-28-1). If a bridge is to be constructed over a navigable waterway, or over or near a public freshwater lake, a permit may be required under the Navigable Waterways Act (IC 14-29-1), the Lowering of the Ten Acre Lake Act (IC 14-26-5) or the Lake Preservation Act (IC 14-26-2).

Other Federal, State, and Local Permitting and Program Information

Local Ordinances / Permitting: For proposed construction on this tract, you may also be required to obtain permits from or coordinate with the local floodplain administrator, plan commission, zoning office, and county drainage board.

Construction permitting by local government entities is independent of the State's permitting authority. Local floodplain ordinances may require that the lowest floor of a new building or an addition to an existing building proposed in the Special Flood Hazard Area (SFHA) be elevated at least 2 feet above the base flood elevation (BFE). If a basement is included, the basement floor should be considered to be the lowest floor.

Indiana Department of Environmental Management: You may also be required to obtain construction permits from the Indiana Department of Environmental Management. Call (317) 233-8488 or (800) 451-6027 or visit their webpage at www.in.gov/idem.

U.S. Army Corps' of Engineers: You may have to obtain a permit from the Corps of Engineers under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. Information relative to the Corps' of Engineers permits may be obtained by contacting:

U.S. Army Corps of Engineers, Louisville District Office, Regulatory Branch
P.O. Box 59, Louisville, Kentucky 40201-0059 Telephone: (502) 315-6686

Contacting these agencies is your responsibility.


This should not be construed as a local building permit, nor is it a waiver of the provisions of any local building or zoning ordinances. This does not relieve the permittee of the responsibility of obtaining permits, approvals, easements, etc. under other regulatory programs administered by, but not limited to, the U.S. Army Corps of Engineers, County Drainage Board, Indiana Department of Environmental Management and local, city, or county floodplain management, planning or zoning commissions.

Point of Contact: Cameron Berry, Division of Water

This information in this document was prepared by the staff name listed as the Point of Contact. If you have any questions, contact that staff person at the Division of Water by email at water_inquiry@dnr.in.gov or by telephone at 317-232-4160 or toll-free at 1-877-928-3755 and select 1 during the recorded menu narrative.

Attachments:

Issued By:



Grant Eyster, Division of Water

Copies Provided To:

Requestor: Resolution Group, Inc., Robyn Toole
Interested Party: White County Building & Planning, Annette Sipkema

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: October 28, 2022

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Ryan L. Scott, Butler, Fairman, & Seufert, Inc.,
8450 Westfield Blvd., Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The White County Board of Commissioners has identified the need to address the deteriorated condition of Bridge No. 180 carrying CR 100 East over Big Creek. The project (Des. No. 2003033) intends to remove and replace the existing 3-span bridge with new 3-span concrete slab bridge on the same alignment. Riprap will be on 2:1 slopes on both sides of the stream through the crossing.

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

State: Indiana County/parish/borough: White County City: near Reynolds

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

Lat.: 40.71214 N Long.: -86.85136 W

Universal Transverse Mercator: 512555 E, 4506813 N

Name of nearest waterbody: Tippecanoe River

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Big Creek	40.71214	-86.85136	110 linear feet	non-wetland waters	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: Monticello South USGS 7.5-minute Quadrangle, Aerial and State Location Map
- 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 data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: USGS Monticello South, IN 7.5-minute Quad
- Natural Resources Conservation Service Soil Survey. Citation: Websoil Survey, White County
- National wetlands inventory map(s). Cite name: USFWS White County, IN
- State/local wetland inventory map(s): _____
- FEMA/FIRM maps: IDNR Floodplain Portal Map, White County, IN
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): 2018 Orthophotography
or Other (Name & Date): Site Photos taken on September 28, 2022
- 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.



October 28, 2022

Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

Appendix G

Public Involvement



Confidence in the built environment.

135 N. Pennsylvania, Suite 2800
Indianapolis, Indiana 46204

www.hwcengineering.com

February 10, 2022

RE: Description: Bridge 180 Project
Road: County Road 100 E
INDOT Des No.: 2003033

Sample Letter

Notice of Survey

Dear Property Owner:

The White County Highway Department will be designing for a bridge project of Bridge 180 on County Road 100 E. The approximate project limits will be along County Road 100E, from 500 feet south to 500 feet north of Bridge 180. Our information indicates that you own or occupy property near this proposed project. On behalf of the County, our client, we will be doing a survey of the project area in the near future. It may be necessary for our field crew to come onto your property to complete this work which is allowed by law (Indiana Code (IC 8-1.5-3-4) <https://www.in.gov/indot/2888.htm>). They will show you their identification, if you are available, before proceeding with reconnaissance on 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 do not know the full extent, if any, of the effects that the project may eventually have on your property. If we determine later that your property is involved, a representative selected by the County 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), geotechnical (soil borings), and various other environmental studies. The survey is needed for the proper planning and design of this 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 the survey consultant at the following contact information:

General Questions:
Jacob Isenburg, PE
Structural Department Manager
HWC Engineering
Indianapolis, IN
317-981-1254

Survey Questions:
Austin Yake, PS
Survey Project Manager
HWC Engineering
Indianapolis, IN
812-787-0969

Thank you in advance for your cooperation in this matter.

Sincerely,

Austin Yake, PS
Survey Project Manager, HWC Engineering

Cc: Jacob Isenburg, P.E., Project Manager – HWC Engineering (jisenburg@hwcengineering.com)

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
White County	44104 / 2003032	Init.	IR 8063	Bridge Replacement	LaPorte	.08	STBG	\$1,638,000.00	Local Bridge Program	CN	\$1,055,000.00	\$0.00			\$1,055,000.00		
									Local Funds	CN	\$0.00	\$264,000.00			\$264,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 240 on CR 1300 South over Moots Creek																	
Comments:Include DES 2003032																	
White County	44105 / 2003033	Init.	IR 8062	Bridge Replacement	LaPorte	.08	STBG	\$1,841,000.00	Local Bridge Program	RW	\$60,000.00	\$0.00	\$60,000.00				
									Local Funds	CN	\$0.00	\$300,000.00			\$300,000.00		
									Local Funds	RW	\$0.00	\$15,000.00	\$15,000.00				
									Local Bridge Program	CN	\$1,201,000.00	\$0.00			\$1,201,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 180 on CR 100 East over Big Creek Ditch																	
Comments:Include DES 2003033																	
White County	44308 / 2101689	Init.	IR 8725	Bridge Replacement	LaPorte	.1	STBG	\$1,989,000.00	Local Bridge Program	CN	\$1,316,000.00	\$0.00					\$1,316,000.00
									Local Funds	RW	\$0.00	\$14,000.00		\$14,000.00			
									Local Funds	CN	\$0.00	\$329,000.00				\$329,000.00	
									Local Bridge Program	RW	\$55,000.00	\$0.00	\$55,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 183 on CR 75 West over Big Creek Ditch																	
Comments:Include DES 2101689																	
White County	44309 / 2101684	Init.	IR 8726	Bridge Replacement	LaPorte	.1	STBG	\$1,983,000.00	Local Funds	RW	\$0.00	\$18,000.00		\$18,000.00			
									Local Bridge Program	RW	\$74,000.00	\$0.00		\$74,000.00			
									Local Bridge Program	CN	\$1,285,000.00	\$0.00				\$1,285,000.00	
									Local Funds	CN	\$0.00	\$321,000.00				\$321,000.00	

Appendix I

Additional Studies

Bridge Inspection Report

91-00180
CR 100E
over
BIG CREEK DITCH



Inspection Date: 10/27/2021

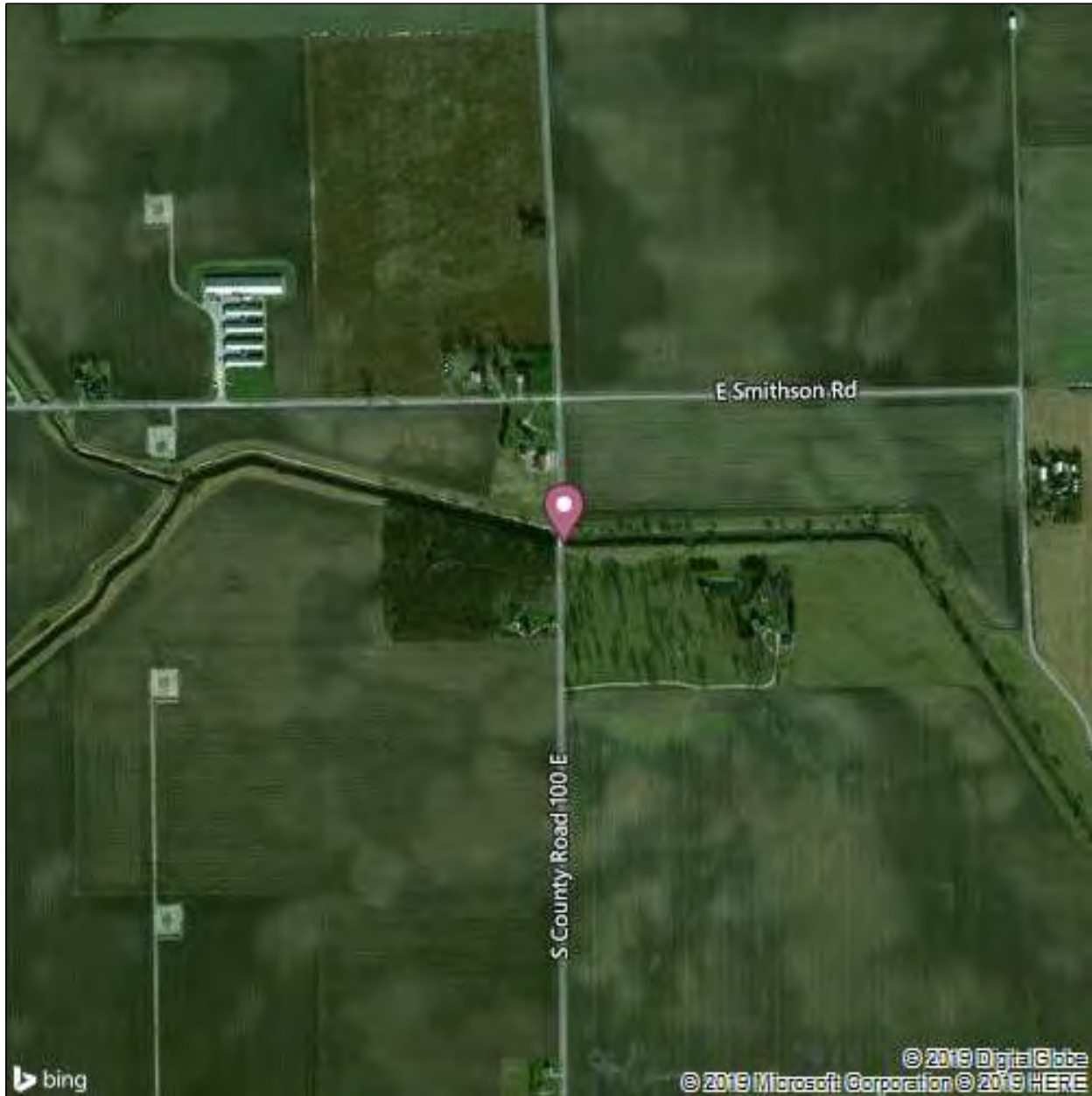
Inspected By: Jacob L. Isenburg

Inspection Type(s): Routine

Inspector: Jacob L. Isenburg
Inspection Date: 10/27/2021

Asset Name: 91-00180
Facility Carried: CR 100E

Bridge Inspection Report



Latitude: 40.71214
Longitude: -86.85136

Inspector: Jacob L. Isenburg

Asset Name: 91-00180

Inspection Date: 10/27/2021

Facility Carried: CR 100E

Bridge Inspection Report

PROPOSED WORK: REPLACE STRUCTURE (HIGH PRIORITY). EXPLORE SALVAGING AND WIDENING EXISTING SUBSTRUCTURE.

REMARKS: SEEPAGE AND LEACHING BETWEEN BEAMS. TOP OF BEAMS CRACKED AND SPALLED WITH REBAR EXPOSED. CHIP AND SEAL PATCHES ON TOP OF BEAM SPALLS. BEAM A3 HAS 4 STRANDS BROKEN, BEAM A5 HAS 2 BROKEN AND 1 EXPOSED STRANDS, AND BEAM A6 HAS 1 STRAND RUSTED. RUST STAINS AT BEAM DRAINS. RUST THRU HOLES IN BENT 3 SHELL PILES (PARTIALLY HOLLOW). H-PILES ON INSIDE OF SHELL PILES. THE SHELL PILE AROUND THE H-PILES EXTEND TO APPROXIMATE CREEK FLOWLINE. BENT CAPS CRACKED. SOUTHWEST GUARDRAIL POST DAMAGED.

MAINTENANCE: CLEAR TREES, FIX BRIDGE RAIL POST, ADD THIN WEARING SURFACE.

Bridge programmed for 2026 under Des. 2003033.

Bridge Inspection Report

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	9100144	(13A) INVENTORY ROUTE:	
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00051 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:	04 - La Porte	(16) LATITUDE:	40.71214
(3) COUNTY CODE:	091 - WHITE	(17) LONGITUDE:	-86.85136
(4) PLACE CODE:	00000 - N/A	(98) BORDER	
(6) FEATURES INTERSECTED:	BIG CREEK DITCH	A) STATE NAME:	
(7) FACILITY CARRIED:	CR 100E	B) PERCENT	%
(9) LOCATION:	00.14 S SMITHSON RD	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0000.000		

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN	003
A) KIND OF MATERIAL/DESIGN:	5 - Prestressed concrete	UNIT:	
B) TYPE OF DESIGN/CONSTR:	05 - Box Beam or Girders - Multiple	(46) NUMBER OF APPROACH SPANS:	0000
(44) STRUCTURE TYPE, APPROACH SPANS:		(107) DECK STRUCTURE TYPE:	2 - Concrete Precast Panels
A) KIND OF MATERIAL/DESIGN:	0 - Other	(108) WEARING SURFACE/PROT SYS:	
B) TYPE OF DESIGN/CONSTR:	00 - Other	A) WEARING SURFACE:	1 - Monolithic Concrete (concurrently placed with structural deck)
		B) DECK MEMBRANE:	0 - None
		C) DECK PROTECTION:	0 - None

AGE OF SERVICE

(27) YEAR BUILT:	1973	(28) LANES:	
(106) YEAR RECONSTRUCTED:	0000	A) ON BRIDGE:	02
(42) TYPE OF SERVICE:		B) UNDER BRIDGE:	00
A) ON BRIDGE:	1 - Highway	(29) AVERAGE DAILY TRAFFIC:	000150
B) UNDER BRIDGE:	5 - Waterway	(30) YEAR OF AVERAGE DAILY TRAFFIC:	2018
		(109) AVERAGE DAILY TRUCK TRAFFIC:	05 %
		(19) BYPASS DETOUR LENGTH:	002 MI

Bridge Inspection Report

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN: 0040.0 FT	(35) STRUCTURE FLARED: 0 - No flare
(49) STRUCTURE LENGTH: 00104.0 FT	(10) INV RTE, MIN VERT CLEARANCE: 99.99 FT
(50) CURB/SIDEWALK WIDTHS:	(47) TOT HORIZ CLEARANCE: 023.9 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: 023.9 FT	A) REFERENCE FEATURE: N
(52) DECK WIDTH, OUT-TO-OUT: 024.1 FT	B) MIN VERT UNDERCLEAR: 0 FT
(32) APPROACH ROADWAY 018.0 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: 000.0 FT

INSPECTIONS

(90) INSPECTION DATE: 10/27/2021	(91) DESIGNATED INSPECTION FREQUENCY: 12 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: 4 - Poor Condition (advanced deterioration)	(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)
(58.01) WEARING SURFACE: 4 - Poor Condition	(61) CHANNEL/CHANNEL PROTECTION: 7 - Bank protection needs minor repairs
(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)	(62) CULVERTS: N - Not Applicable

CONDITION COMMENTS

(58) DECK: 4 - Poor Condition (advanced deterioration)

Comments:
 POOR-CRACKS-SEEPAGE-LEACHING
 Material:
 17" PRECAST CONCRETE BOX BEAMS

(58.01) WEARING SURFACE: 4 - Poor Condition

Comments:
 POOR-CRACKS-DELAMINATIONS
 Material:
 CONCRETE; 2" STONE

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Bridge Inspection Report

(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:

SPAN C WEST TIE ROD END RUSTED AWAY

BEAMS: A1, A2 & A4 SATISFACTORY, A3 HAS 4 BROKEN STRANDS; A5 HAS 2 BROKE, 1 EXP.; A6 HAS 1 EXP. SPAN B SATISFACTORY, AND SPAN C SATISFACTORY.

Material:

17" PRESTRESSED CONC BOX BEAMS

(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:

FAIR-EXTERIOR SHELL PILE RUSTED-CRACKS

Material:

CONCRETE CAPS ON H-PILES INSIDE STEEL SHELL PILES

(61) CHANNEL/CHANNEL PROTECTION 7 - Bank protection needs minor repairs

Comments:

GOOD-NO SCOUR

Material:

RIPRAP-NATURAL

(62) CULVERTS: N - Not Applicable

Comments:

N/A

Material:

N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	5 - HS 20	(66) INVENTORY RATING:	35.93
(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):	
(64) OPERATING RATING:	60.012	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	61.5	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	4	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	5	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 7 - Slight Chance of Overtopping Bridge

Comments:

APPEARS ADEQUATE

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 Inspection Date: 10/27/2021

Asset Name: 91-00180
 Facility Carried: CR 100E

Bridge Inspection Report

(72) APPROACH ROADWAY ALIGNMENT: **8 - Equal to present desirable criteria**

Comments:
 FAIR-SETTLED-RUTS
 Material:
 HMA
 72: SATIS.-STRAIGHT-IN FLAT SAG CURVE

(113) SCOUR CRITICAL BRIDGES: **8 - Stable for scour conditions**

Comments:

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	02 - County Highway Agency
(22) OWNER:	02 - County Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	09 - Rural - Local
(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:	31 - Replacement - Load/Geometry	(95) ROADWAY IMPROVEMENT COST:	\$ 000250
(75B) WORK DONE BY:	1 - Work to be done by contract	(96) TOTAL PROJECT COST:	\$ 001500
(76) LENGTH OF IMPROVEMENT:	000125 FT	(97) YR OF IMPROVEMENT COST EST:	2021
(94) BRIDGE IMPROVEMENT COST:	\$ 001250	(114) FUTURE AVG DAILY TRAFFIC:	000250
		(115) YR OF FUTURE ADT:	2038

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

N

Comments:

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

Bats: seen or heard under structure? * N

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

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

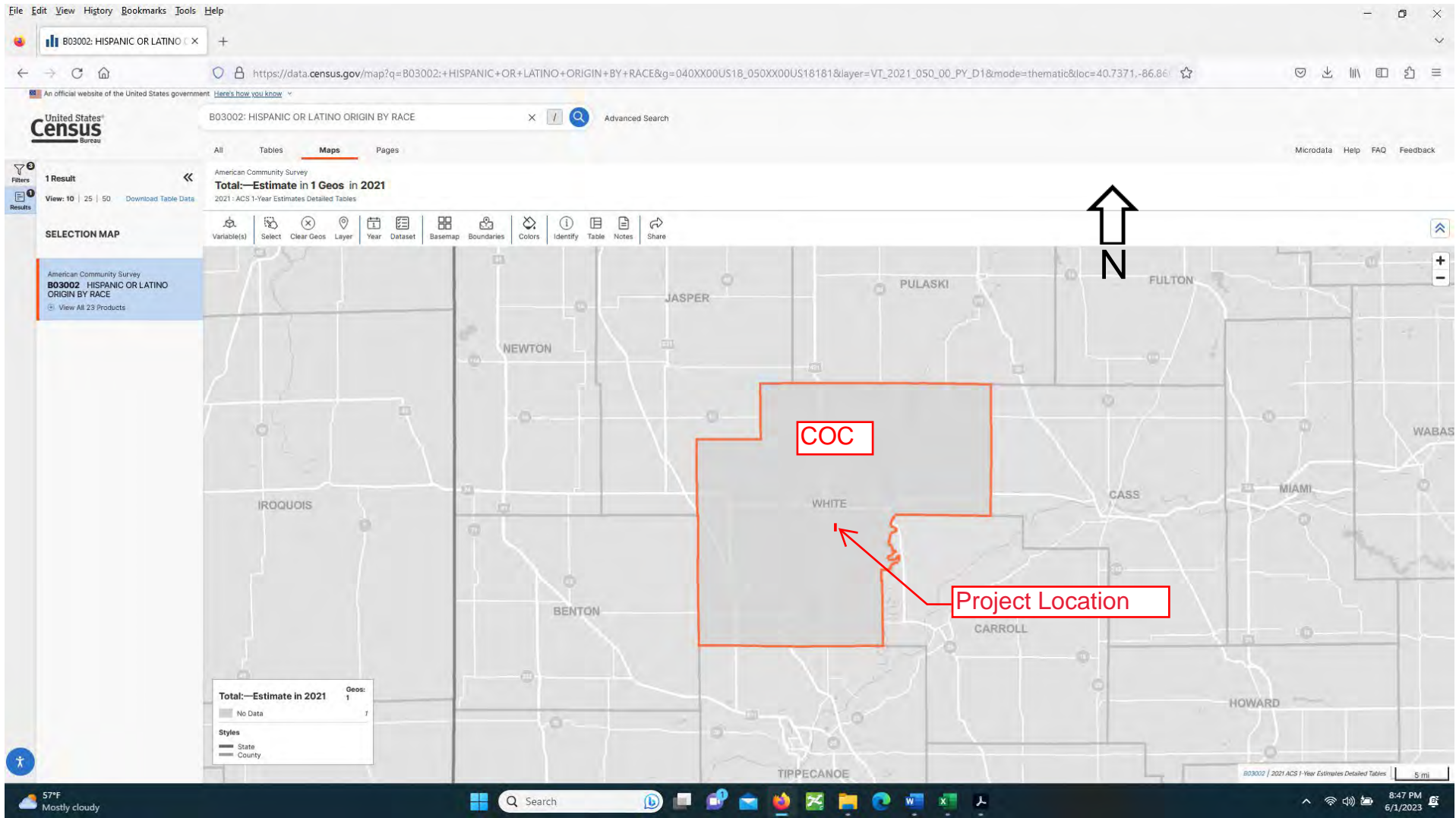
Date & Time of Assessment 9/28/2022; 11:5PM		DOT Project Number 2003033		Route/Facility Carried CR 100 E / Big Creek		County White	
Federal Structure ID 9100144		Structure Coordinates (latitude and longitude) 40.56211 / -86.79058		Structure Height (approximate) 18 feet		Structure Length 104 feet	
Structure Type (check one)				Structure Material (check all that apply)			
<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="checkbox"/> Concrete	
<input type="radio"/> Flat Slab/Box		<input type="radio"/> Steel I-beam		<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Timber	
<input type="radio"/> Truss		<input type="radio"/> Covered		<input type="checkbox"/> Timber	<input type="checkbox"/> Steel	<input type="checkbox"/> Stone/Masonry	
<input type="radio"/> Parallel Box Beam		<input checked="" type="radio"/> Other: 3-span concrete box beam		<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber	<input type="checkbox"/> Other:	
<i>Culvert Type</i>		<i>Other Structure</i>		<i>Culvert Material</i>		<i>Creosote Evidence</i>	
<input type="radio"/> Box				<input type="checkbox"/> Metal		<input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="radio"/> Pipe/Round				<input type="checkbox"/> Concrete		<input type="radio"/> Unknown	
<input type="radio"/> Other:				<input type="checkbox"/> Plastic		<i>Notes:</i>	
<input type="radio"/> Other:				<input type="checkbox"/> Stone/Masonry			
<input type="radio"/> Other:				<input type="checkbox"/> Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground		<input type="checkbox"/> Open vegetation		<input checked="" type="checkbox"/> Agricultural		<input checked="" type="checkbox"/> Grassland	
<input checked="" 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 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 type="checkbox"/> Seasonal water		<input type="checkbox"/> Other:		<input checked="" type="checkbox"/> Woodland/forested		<input type="checkbox"/> Other:	
Areas Assessed (check all that apply)							
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.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck		<input type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input type="checkbox"/> Spaces between walls, ceiling joists		<input type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input checked="" type="checkbox"/> All guiderails		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
<input type="checkbox"/> All expansion joints		<input type="checkbox"/> Not present		<input type="checkbox"/>	Visual - live #	dead #	<input type="checkbox"/> Audible <input type="checkbox"/> Species
Name: Ryan L. Scott (Butler, Fairman and Seufert, Inc.)				Signature:			

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

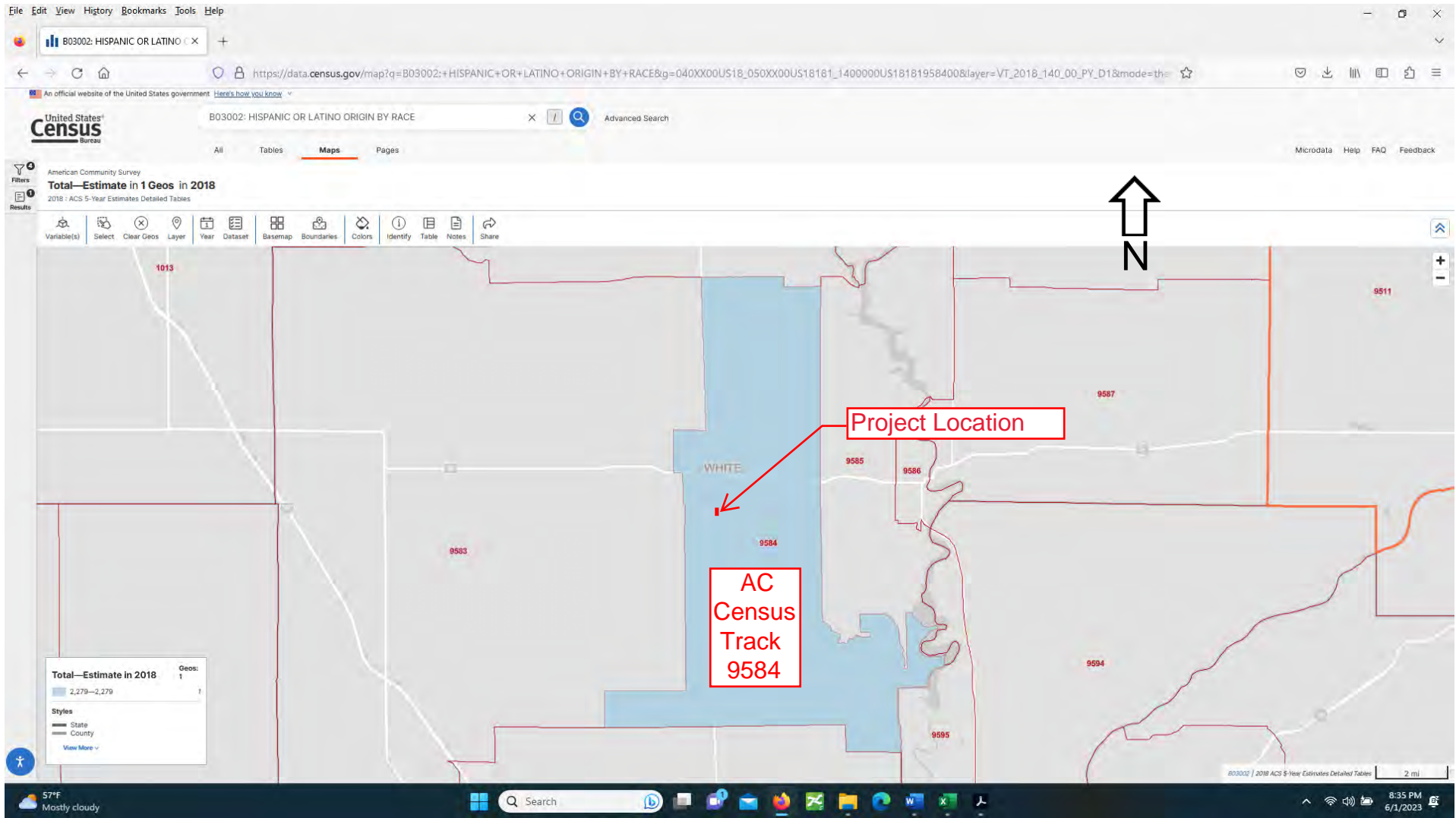
ProjectNumber	SubProjectCode	County	Property
1800574	1800574	White	Altherr Park
1800605	1800605	White	Altherr Park
1800633	1800633	White	Monon Park

Appendix J

Environmental Justice



S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana



S CR 100 E over Big Creek Ditch
Des. No. 2003033, Bridge Replacement
White County, Indiana

Table: ACSDT5Y2021.B03002

Label	White County, Indiana		Census Tract 9584, White County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	24,593	*****	2,210	±274
Not Hispanic or Latino:	22,426	*****	2,199	±272
White alone	21,787	±50	2,067	±264
Black or African American alone	119	±49	33	±27
American Indian and Alaska Native alone	62	±60	7	±12
Asian alone	71	±36	2	±4
Native Hawaiian and Other Pacific Islander alone	0	±23	0	±12
Some other race alone	0	±23	0	±12
Two or more races:	387	±88	90	±47
Two races including Some other race	86	±50	14	±20
Two races excluding Some other race, and three or more races	301	±75	76	±43
Hispanic or Latino:	2,167	*****	11	±12
White alone	364	±151	0	±12
Black or African American alone	10	±18	0	±12
American Indian and Alaska Native alone	0	±23	0	±12
Asian alone	0	±23	0	±12
Native Hawaiian and Other Pacific Islander alone	14	±24	0	±12
Some other race alone	1,596	±176	7	±11
Two or more races:	183	±92	4	±5
Two races including Some other race	177	±93	4	±5
Two races excluding Some other race, and three or more races	6	±10	0	±12

Table: ACSDT5Y2021.B17001

Label	White County, Indiana		Census Tract 9584, White County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	24,251	±129	2,202	±272
Income in the past 12 months below poverty level:				
2,096	±413	105	±46	
Male:	807	±194	43	±25
Under 5 years	97	±65	0	±12
5 years	11	±14	0	±12
6 to 11 years	70	±48	0	±12
12 to 14 years	94	±96	0	±12
15 years	0	±23	0	±12
16 and 17 years	60	±31	0	±12
18 to 24 years	71	±50	3	±5
25 to 34 years	74	±46	2	±3
35 to 44 years	65	±46	11	±10
45 to 54 years	107	±48	0	±12
55 to 64 years	91	±50	17	±22
65 to 74 years	34	±23	2	±3
75 years and over	33	±25	8	±10
Female:	1,289	±282	62	±29
Under 5 years	84	±55	0	±12
5 years	8	±12	0	±12
6 to 11 years	61	±32	0	±12
12 to 14 years	73	±60	0	±12
15 years	52	±49	0	±12
16 and 17 years	0	±23	0	±12
18 to 24 years	205	±105	2	±3
25 to 34 years	174	±76	0	±12
35 to 44 years	142	±59	3	±5
45 to 54 years	145	±83	2	±3
55 to 64 years	166	±88	29	±21
65 to 74 years	77	±53	11	±13
75 years and over	102	±54	15	±13
Income in the past 12 months at or above poverty level:				
22,155	±418	2,097	±269	
Male:	11,325	±237	1,123	±171
Under 5 years	552	±94	89	±47
5 years	154	±68	10	±9
6 to 11 years	920	±152	98	±38
12 to 14 years	372	±91	23	±17
15 years	181	±71	9	±9
16 and 17 years	329	±60	29	±24
18 to 24 years	898	±61	109	±90
25 to 34 years	1,211	±49	102	±35
35 to 44 years	1,218	±74	103	±30

Table: ACSDT5Y2021.B17001

Label	White County, Indiana		Census Tract 9584, White County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
45 to 54 years	1,496	±68	221	±93
55 to 64 years	1,787	±93	115	±37
65 to 74 years	1,411	±32	133	±33
75 years and over	796	±27	82	±30
Female:	10,830	±266	974	±128
Under 5 years	656	±53	50	±27
5 years	181	±73	2	±4
6 to 11 years	985	±113	65	±27
12 to 14 years	302	±76	54	±28
15 years	171	±53	8	±10
16 and 17 years	212	±60	35	±20
18 to 24 years	692	±100	64	±60
25 to 34 years	1,137	±99	137	±46
35 to 44 years	1,135	±64	102	±41
45 to 54 years	1,378	±101	136	±40
55 to 64 years	1,701	±57	115	±43
65 to 74 years	1,385	±58	146	±44
75 years and over	895	±72	60	±28

EJ Analysis of Census Tract 9584 in White County, Indiana

2021

		COC	AC
		White County Indiana	Census Tract 9584 White County Indiana
	MINORITY		
	Total:	24,593	2,210
B03002	Not Hispanic or Latino: White alone	21,787	2,199
	Number Non-white/minority	2167	11
	Percent Non-white/minority	8.8%	0.5%
	125 Percent of COC	11.0%	AC < 125% COC
	Potential Minority EJ Impact?		No

		COC	AC
	LOW INCOME		
	Total population:	24,251	2,202
B17001	Income in the past 12 months below poverty level:	2,096	105
	Percent Low Income	8.6%	4.8%
	125 Percent of COC	10.8%	AC < 125% COC
	Potential Low-Income EJ Impact?		No