FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 56 / Jefferson County
Designation Number(s):	2002045
Project Description/Termini:	Bridge Replacement Project over Eagle Hollow Creek located 1.89 miles east of the east junction of United States Route (US) 421 / Project termini extend approximately 350 feet east and 300 feet west of the center of the structure. Along Eagle Hollow Road, project termini extend approximately 170 feet north of the intersection with SR 56.

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

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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: Victoria Veach, HNTB

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.**

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

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on October 29, 2021, 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 Survey 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: INDOT INDOT District: Seymour

Local Name of the Facility: SR 56

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

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

PURPOSE AND NEED:

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

Need: The need for this project is due to the deterioration of the existing bridge carrying SR 56 over Eagle Hollow Creek. The Indiana Department of Transportation (INDOT) Bridge Inspection Report dated August 19, 2024, evaluated the bridge as a culvert due to the arch structure of the bridge. The inspection report indicated that the bridge has a condition rating of 5 (fair) out of 9 (excellent) with cracking, staining, and efflorescence noted in the arch rings and barrel (Appendix I, pages 2-9). The condition rating scale provides a numerical value to the condition of structures, with 0 out of 9 being the worst scenario (failed) and 9 out of 9 being the best scenario (excellent).

Purpose: The purpose of this project is to provide a hydraulically adequate vehicular crossing of SR 56 over Eagle Hollow Creek and improve the condition rating of the structure to at least 7 (good) out of 9 (excellent).

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Jefferson Municipality: N/A

Limits of Proposed Work: Along SR 56, project termini extend approximately 350 feet east and 300 feet west of the center of the structure.
Along Eagle Hollow Road, project termini extend approximately 170 feet north of the intersection with SR 56.

Total Work Length: 0.11 Mile(s) Total Work Area: 1.5 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date: N/A	

[1]*If 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.

INDOT, with funding from the Federal Highway Administration (FHWA), intends to proceed with a project involving the bridge that carries SR 56 over Eagle Hollow Creek in Jefferson County, Indiana.

Location:

The project is located on SR 56, approximately 1.89 miles east of the east junction of US 421, in Madison Township, Jefferson County, Indiana. More specifically, the project is located in Section 6, Township 3 North, Range 11 East, as shown on the United States Geological Survey (USGS) Madison East, Indiana Topographic Quadrangle. Project location graphics and ground level photos can be found in Appendix B, pages 1-14.

Existing Conditions:

This section of SR 56 is a Rural Minor Arterial with a speed limit of 55 miles per hour. The cross section of SR 56 within the project area consists of two 11-foot-wide travel lanes, one in each direction, with variable width shoulders. Eagle Hollow Road (also known as County Road (CR) 200 N), located immediately west of the bridge carrying SR 56 over Eagle Hollow Creek, is classified as a Local Road with a speed limit of 35 miles per hour. The cross section of Eagle Hollow Road consists of two 9-foot-wide travel lanes, one in each direction, with 2-foot-wide aggregate shoulders. Guardrail is present along both sides of SR 56 and the east side of Eagle Hollow Road within the project area.

The existing bridge is a single-span, 62-foot-long, concrete arch structure that was built in 1930. The bridge has two 11-foot-wide lanes (one in each direction) bordered by 3-foot-wide shoulders. The August 19, 2024, INDOT Bridge Inspection Report evaluated

the bridge as a culvert due to the arch structure of the bridge construction. The inspection report assigned the structure a condition rating of 5 (fair) out of 9 and noted cracking, staining, and efflorescence on the arch rings and barrel (Appendix I, pages 2-9).

The area surrounding the bridge is primarily forest, with some recreational and commercial land use. An entrance to a privately owned boat ramp is located within the project on the south side of SR 56, approximately 120 feet west of the structure carrying SR 56 over Eagle Hollow Creek. An entrance to a commercial business on the north side of SR 56 is located adjacent to the project area, approximately 450 feet east of the structure carrying SR 56 over Eagle Hollow Creek. The project is located within the karst region of the state, as well as within the floodplain of the Ohio River and floodway of Eagle Hollow Creek. Utilities in the project area include overhead electric lines and an underground telecommunications line. Privately owned water lines associated with the Riverside camp located just south of the project are located in the project area.

Preferred Alternative:

Project activities will include replacing the existing bridge with a 147.8-foot-long, 34.75-foot-wide, three-span, continuous composite steel beam bridge. The approach roadway will be reconstructed to match the proposed bridge width and profile. Riprap will be installed at both bridge abutments and along both sides of the boat launch approach located approximately 120 feet west of the bridge, and riprap drainage turnouts will be installed in the southeast and southwest quadrants of the new bridge. A 5-foot-wide wildlife crossing will be installed at the west and east spill slopes and a 3-foot-wide wildlife crossing will be installed at the west and east abutments. The approaches for Eagle Hollow Road and for the boat launch will be realigned by approximately 20 feet west in order to avoid conflict with the new bridge. An approximately 135-foot-long retaining wall will be installed along the east side of Eagle Hollow Road due to a large elevation difference in the project area. Guardrail within the project area will be replaced along the north and south sides of SR 56 and along the boat launch approach. Along the east side of Eagle Hollow Road, guardrail will be replaced and extended for the entire length of the project area. Project plans are located in Appendix B, pages 15-26.

This project will acquire approximately 0.5 acre of new, permanent right-of-way and approximately 0.6 acre of temporary right-of-way. Approximately 103 linear feet of Eagle Hollow Creek will be permanently impacted by the installation of the new bridge piers and riprap, and approximately 120 linear feet of Eagle Hollow Creek will be temporarily impacted by installation of dewatering materials. Approximately 1.0 acre of terrestrial habitat will be impacted by this project; approximately 0.7 acre of the total terrestrial habitat impacts consists of tree clearing for construction access, installation of dewatering materials, ditch grading, and installation of riprap. Utility relocation will be required for this project. Relocation of the privately owned water lines is not anticipated. Coordination between the designer, project sponsor, and utility owners has been initiated and will continue throughout project development.

The overall impact of the project will be reduced by using the minimum amount of riprap necessary for permanent erosion control, minimizing the number of trees cleared, installing temporary erosion control measures around construction limits, revegetating bare areas after project completion, and directing temporary lighting away from suitable bat habitat during the active season. Complete impact avoidance is not practical as bridge work and riprap installation are necessary to meet the project's purpose and need. Project impacts are expected to reach a threshold that requires mitigation for tree clearing.

The preferred alternative will construct a new bridge with a larger crossing length than the existing bridge. The longer length of the new bridge will increase the waterway area below the Q_{100} (1% annual chance flood) elevation, improving the hydraulic adequacy of the bridge. The new bridge will have a condition rating of at least 8 (very good).

During construction, traffic on SR 56 will be maintained using a road closure with a detour. Additional Maintenance of Traffic (MOT) information is located in the *Maintenance of Traffic (MOT) During Construction* section of this document and on the MOT plan sheet (Appendix B, page 18).

Project termini are logical, as they are rational end points for transportation improvement and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it does not rely on any other projects to be completed.

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.

Three-Span Prestressed Concrete Beam Bridge Alternative

An alternative to replace the existing bridge with a three-span prestressed concrete bulb-tee beam bridge on integral end bents with spill slopes was considered. This alternative would require a larger profile grade raise than the preferred alternative, increasing the size of the project area. This alternative would meet the purpose and need of the project; however, it would result in greater impacts to the surrounding environment and floodplain, and it would increase the overall cost of the project. Therefore, this alternative was discarded from further consideration (Appendix I, pages 10-15).

No Build Alternative

This alternative would not involve any improvements to the bridge. The bridge would continue to deteriorate and may become a hazard. This alternative would not involve any costs, nor would it result in environmental issues. The No Build Alternative would not meet the purpose and need of the project and was therefore discarded from further consideration.

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

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	X
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: SR 56
Functional Classification: Rural Minor Arterial
Current ADT: 2,757 VPD (2031) Design Year ADT: 2,757 VPD (2051)
Design Hour Volume (DHV): 262 Truck Percentage (%): 17.48
Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	30	ft.	30	ft.
Shoulder Width:	2	ft.	4	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

Name of Roadway: S Eagle Hollow Road/County Road E 200 N
Functional Classification: Local Road
Current ADT: 194 VPD (2031) Design Year ADT: 194 VPD (2051)
Design Hour Volume (DHV): 22 Truck Percentage (%): 8
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	22	ft.	22	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:		Urban		Suburban	X Rural
Topography:		Level	X	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): Bridge No. 056-39-00092 National Bridge Inventory (NBI) No. 020350

Sufficiency Rating: 68.0 *August 19, 2024, INDOT Bridge Inspection Report* (Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Arch Bridge		Steel Beam Bridge	
Number of Spans:	1		3	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	26	ft.	31.75	ft.
Outside to Outside Width:	55	ft.	34.75	ft.
Shoulder Width:	2	ft.	4	ft.

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

The existing bridge, Bridge No. 056-39-00092 (NBI No. 020350), is a single-span concrete arch bridge that is 60 feet long and 55 feet wide. The bridge was constructed in 1930. The bridge will be replaced with a new structure and will be renamed INDOT Bridge No. 056-39-10753. The proposed bridge is a 147.8-foot long, 34.75-foot wide, 34-foot rise, three-span, continuous composite steel beam bridge supported by integral end bents on steel piles and drilled shaft piers. Wildlife crossings will be added at both abutments and on both spill slopes. The existing bridge is listed as non-historic in the INDOT Historic Bridges Inventory.

There is 24-inch diameter corrugated metal pipe (CLV-95681) located within the investigated area. The pipe is not located within the construction limits of the project and will not be impacted. Please see Appendix B, pages 4 and 20 for the location of CLV-95681.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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 the use of a road closure with a detour utilizing SR 56, US 421, and SR 129. The total detour is approximately 50 miles. The detour is anticipated to be in place for approximately nine months (Appendix B, page 18).

The intersection at SR 56 and Eagle Hollow Road will be closed for the duration of the project; however, residents will have access in and along Eagle Road to the north. Additionally, the drive for the boat ramp at the southwest corner will be closed for a portion of the project, but there is a secondary access point to the property located approximately 0.5 mile west of the project area. Access to

the boat launch located south of the project area will be maintained throughout the duration of the project. A pedestrian MOT plan is not necessary, as there are no pedestrian facilities within the project area.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 734,123 Right-of-Way: $ 11,000 Construction: $ 4,563,522

Anticipated Start Date of Construction: Spring 2031

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	N/A	N/A
Commercial	N/A	N/A
Agricultural	N/A	N/A
Forest	0.35	0.20
Wetlands	N/A	N/A
Other: Recreational	0.15	0.40
Other:	N/A	N/A
TOTAL	0.50	0.60

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

The project requires approximately 0.50 acre of permanent right-of-way acquisition and 0.60 acre of temporary right-of-way acquisition. The existing right-of-way on the south side of SR 56 consists of primarily mowed and maintained grass. Existing right-of-way on the north side of SR 56 is primarily forest. The maximum existing right-of-way limit is approximately 80 feet south of the SR 56 centerline and 85 feet north of the SR 56 centerline (Appendix B, pages 20-23).

The proposed permanent right-of-way ranges from 50 feet to 85 feet north of SR 56 and 70 feet to 85 feet south of SR 56. The current land use for areas that will be permanently acquired consist of forested areas north of SR 56 (0.35 acre) and privately-owned recreational land south of SR 56 (0.15 acre).

The proposed temporary right-of-way limits range from 85 feet to 180 feet north of SR 56 and 85 feet to 125 feet south of SR 56. The current land use for areas that will be required for temporary right-of-way consist of forested areas north of SR 56 (0.20 acre) and recreational land south of SR 56 (0.40 acre). Temporary right-of-way south of SR 56 will be required to accommodate drive reconstruction and the north side will be used for grading.

Proposed permanent and temporary right-of-way limits can be seen in Appendix B, pages 3 and 20-23.

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.

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 were sent on August 15, 2022, and December 4 & 5, 2023 (Appendix C, pages 1-3).

Agency	Date Sent	Date Response Received	Appendix
Natural Resources Conservation Service (NRCS)	August 15, 2022	August 29, 2022	Appendix C, pages 4-5
Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW)	August 15, 2022	September 14, 2022	Appendix C, pages 6-9
Indiana Geological and Water Survey (IGWS) (Automated Response)	December 4, 2023	December 4, 2023	Appendix C, pages 10-11
Indiana Department of Environmental Management (IDEM), Groundwater Section	August 15, 2022	August 30, 2022	Appendix C, pages 12-13
U.S. Coast Guard (USCG)	August 15, 2022	August 17, 2022	Appendix C, page 14
Jefferson County Emergency Management Agency (EMA)	August 15, 2022	August 18, 2022	Appendix C, page 15
U.S. Fish and Wildlife Service (USFWS)	August 15, 2022	August 17, 2022	Appendix C, pages 16-17
INDOT Ecology, Waterway Permitting, & Stormwater Office (EWPSO)	December 5, 2023	December 8, 2023	Appendix C, page 18
Federal Highway Administration (FHWA)	August 15, 2022	No response received	N/A
Midwest Regional Office, National Park Service	August 15, 2022	No response received	N/A
US Department of Housing and Urban Development (HUD)	August 15, 2022	No response received	N/A
US Army Corps of Engineers (USACE)	August 15, 2022	No response received	N/A
US Forest Service, Hoosier National Forest	August 15, 2022	No response received	N/A
IDEM, Office of Water Quality	August 15, 2022	No response received	N/A
INDOT, Seymour District Office (Environmental and Project Manager)	August 15, 2022	No response received	N/A
INDOT, Environmental Services Division	August 15, 2022	No response received	N/A
Jefferson County Floodplain Administrator	August 15, 2022	No response received	N/A
Jefferson County Surveyor	August 15, 2022	No response received	N/A
Jefferson County Sheriff	August 15, 2022	No response received	N/A
Jefferson County Commissioner	August 15, 2022	No response received	N/A
Jefferson County Council	August 15, 2022	No response received	N/A
Jefferson County Highway Department	August 15, 2022	No response received	N/A
Madison Consolidated Schools Superintendent	August 15, 2022	No response received	N/A
Eagle Hollow Marina	August 15, 2022	No response received	N/A

All applicable recommendations are included in the *Environmental Commitments* section of this Categorical Exclusion (CE) document.

SECTION B – ECOLOGICAL RESOURCES:

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

County Jefferson Route SR 56 Des. No. 2002045

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

Total stream(s) in project area: 224 Linear feet Total impacted stream(s): 223 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Eagle Hollow Creek	riverine, upper perennial, unconsolidated bottom, permanently flooded wetland (R3UBH)	224	223	-Likely Water of the US -Average Quality -Flows from north to south under SR 56 over Eagle Hollow structure -Appendix F, page 9

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 a desktop review, the aerial map of the project area (Appendix B, page 3), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-8) there are 11 streams, rivers, watercourses, or other jurisdictional features within the 0.5 mile search radius. There is one stream within or adjacent to the investigated area. That number was confirmed by site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on July 20, 2022. Due to changes in the project area and the letting schedule, a revised *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on October 28, 2025. Please refer to Appendix F, pages 1-9 for the revised *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that there is one likely jurisdictional stream, Eagle Hollow Creek, within the investigated area. The USACE makes all final determinations regarding jurisdiction.

Eagle Hollow Creek is a perennial stream that flows south crossing perpendicularly under SR 56. Approximately 224 feet of this feature are within the investigated area. Eagle Hollow Creek exhibited a 32-feet-wide by 3.5-feet-deep Ordinary High-Water Mark (OHWM) during the site investigation. Eagle Hollow Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, an Outstanding River or Stream for Indiana, navigable waterway, or a National Rivers Inventory waterway. Eagle Hollow Creek is a tributary of the Ohio River, a traditionally navigable waterway.

Approximately 103 linear feet of permanent impacts to Eagle Hollow Creek will occur due to the installation of bridge piers and riprap for scour protection under the bridge. Approximately 120 linear feet of Eagle Hollow Creek will be temporarily impacted due to dewatering. Stream impacts are unavoidable, as the bridge replacement, installation of bridge piers, and installation of riprap along the proposed bridge abutments are necessary to meet the purpose and need of the project. Permits are required for stream impacts.

Cumulative permanent impacts to Eagle Hollow Creek are not anticipated to meet the threshold requiring mitigation for water impacts.

The Ohio River is located approximately 200 feet south of the project area. The Ohio River is a navigable waterway. The Ohio River is listed as impaired for polychlorinated biphenyls (PCBs), mercury, and dioxin in fish tissue. Exposure to PCBs, mercury, and dioxin in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary, and coordination with INDOT SAM will occur. There will be no impacts to the Ohio River.

IDNR-DFW responded on September 14, 2022, with recommendations regarding the preferred structure types, streambank stabilization, riprap installation, time-of-year restrictions for working in the waterway, minimizing excavation and in-channel disturbance, and dewatering activities (Appendix C, pages 6-9). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Open Water Feature(s)	Presence	Impacts Yes	Impacts No
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

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 (Appendix B, page 3), and the RFI report (Appendix E, pages 1-8) there is one open water feature within the 0.5 mile search radius. There are no open water features within or adjacent to the investigated area, which was confirmed by site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on July 20, 2022. Due to changes in the project area and the letting schedule, a revised *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on October 28, 2025. Please refer to Appendix F, pages 1-9 for the revised *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that there are no open water features within the investigated area. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts Yes	Impacts No
Wetlands			

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

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

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

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	July 20, 2022 Revised October 28, 2025
Wetland Delineation		
USACE Isolated Waters Determination		

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 (Appendix B, page 3), and the RFI report (Appendix E, pages 1-8) there are five wetlands within the 0.5 mile search radius. There is one wetland within or adjacent to the investigated area. That number was updated to no wetlands within or adjacent to the investigated area by site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on July 20, 2022. Due to changes in the project area and the letting schedule, a revised *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on October 28, 2025. Please refer to Appendix F, pages 1-9 for the revised *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that no wetlands are present within the investigated area. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts	
		Yes	NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 1.1 Acre(s) Total tree clearing: 0.70 Acre(s)

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

Based on a desktop review, site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB, and the aerial map of the project area (Appendix B, page 3), there are two types of terrestrial habitat within the project area, including maintained roadside vegetation and forested riparian corridor habitat. Dominant species within the maintained roadside vegetation consist of silver maple (*Acer saccharinum*), eastern cottonwood (*Populus deltoides*), ground ivy (*Glechoma hederacea*), and Canadian horseweed (*Erigeron canadensis*). Along the forested riparian corridor of Eagle Hollow Creek, dominant tree species lining the streambanks include silver maple (*Acer saccharinum*) and eastern cottonwood (*Populus deltoides*). The project will require a total of approximately 1.1 acre of habitat disturbance for construction access, tree removal, and installation of cofferdams and dewatering systems. Of that total, an estimated 0.70 acre of tree clearing is anticipated for ditch regrading and access to the stream for riprap installation. Terrestrial habitat impacts will be minimized by limiting the disturbed area to only that which is necessary to allow for construction access and project work and through restoration of all disturbed areas after project completion. Avoidance of habitat disturbance is not possible due to the nature of work to replace the bridge. Terrestrial habitat impacts will reach a level that will require mitigation through the Construction in a Floodway (CIF) permitting process. It is anticipated that the mitigation will be completed on site within the project area. All disturbed areas will be reseeded according to the current INDOT standard specifications.

IDNR-DFW responded to the early coordination letter on September 14, 2022, with guidance to avoid or minimize impacts to terrestrial habitat, including post construction revegetation measures, wildlife crossings, sediment control, tree clearing avoidance measures, mitigation for non-wetland forest removal, and streambank stabilization (Appendix C, pages 6-9). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

Other Species not included in IPaC	Yes	No
Additional federal species found in project area (based on IPaC species list)	X	
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

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, pages 1-8), completed by HNTB on June 23, 2022, the IDNR Jefferson County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated September 14, 2022 (Appendix C, pages 6-9), the Natural Heritage Program's Database has been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare, have been reported to occur in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 19-27). The project is within range of the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*) and the proposed endangered tricolored bat (TCB) (*Perimyotis subflavus*). Other species were generated in the IPaC species list along with the NLEB and TCB. Refer to the paragraph below.

The project qualifies for the *December 13, 2024, FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA) Range-wide Programmatic Informal Consultation for the Indiana bat, northern long-eared bat (NLEB), and tricolored bat (TCB)*. A bridge inspection occurred on July 3, 2025, by HNTB staff, and no signs of bats or birds using the structure were observed (Appendix C, page 41). An effect determination was completed on July 16, 2025, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect (NLAA)" the NLEB and/or TCB (Appendix C, pages 28-40). INDOT reviewed and verified the effect finding on July 16, 2025, and requested the USFWS's review of the finding. No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) concerning tree removal, temporary lighting and ensuring operators, employees, and contractors are aware of environmental commitments are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated four other federally endangered species present within the project area: the gray bat (*Myotis grisescens*), the fanshell mussel (*Cyprogenia stegaria*), the pink mucket mussel (*Lampsilis abrupta*), and the sheepnose mussel (*Plethobasus cyphyus*). The official species list also included the whooping crane (*Grus americana*), a non-essential experimental population, and the monarch butterfly (*Danaus plexippus*), a proposed threatened species. As experimental and proposed threatened species, the whooping crane and monarch butterfly are not given any statutory protection under the Endangered Species Act. On June 25, 2025, the USFWS determined that NLAA determinations for the Indiana bat, NLEB, and TCB can be applied to the gray bat. Therefore, no further coordination is required for the gray bat, the whooping crane, or the monarch butterfly. Based on the July 14, 2025, coordination between INDOT and USFWS, there are no records of the fanshell or pink mucket mussels in the vicinity of the project area; therefore, the project will have No Effect on these species (Appendix C, page 44).

The USFWS responded to the early coordination letter on August 17, 2022, stating the project is within range of the sheepnose mussel and that there is a documented sheepnose mussel in the vicinity of the project (Appendix C, pages 16-17). A standard coordination letter for the sheepnose mussel was prepared and submitted for INDOT review on November 4, 2025 (Appendix C, pages 43-46). INDOT reviewed the standard coordination letter and submitted to USFWS for review on November 26, 2025. On December 18, 2025, USFWS issued a concurrence letter with the NLAA finding for the sheepnose mussel (Appendix C, pages 47-48). USFWS also stated appropriate sediment and erosion control measures be in place to prevent pollutants from reaching Eagle Hollow Creek and the Ohio River, and that emergency response equipment and spill containment materials should be maintained at the project site, and a contained fueling and fuel storage area should be designated at least 150 feet away from Eagle Hollow Creek and the Ohio River. These are included as firm commitments in the *Environmental Commitments* section of this CE document.

A bridge inspection occurred on July 3, 2025, by HNTB staff, and no signs of bats or birds using the structure were observed (Appendix C, page 41). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after July 3, 2027, 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. This firm commitment is included in the *Environmental Commitments* of this document.

Bridge No. 056-39-00092 carrying SR 56 over Eagle Hollow Creek, 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 Recurring Special Provision (RSP) 107-C-273: "Migratory Bird Protection".

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	**Yes**	**No**
Project located within the Indiana Karst Region	X	
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

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 inside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development, Construction, and Post-Construction*. According to the topographic map of the project area (Appendix B, page 2) and the RFI report (Appendix E, pages 1-8), there are karst features identified within or adjacent to the project area. There is a cave entrance density area located within the project area and a sinkhole area located 0.25 mile northwest of the project. Coordination with INDOT EWPSO occurred on December 5, 2023. In the response letter dated December 8, 2023, INDOT EWPSO did not recommend that a karst investigation be completed for this project, as a desktop review did not indicate the presence of subsurface karst features in the investigated area. Therefore, no impact is expected. INDOT EWPSO recommended the Karst Unique Special Provision (USP) be added to the commitments database in the event of discovery of potential features during construction (Appendix F, page 10).

In the early coordination response dated December 4, 2023, the IGWS indicated that potential karst features exist in the project area (Appendix C, pages 10-11). The IGWS response indicated there is high liquefaction potential, a floodway present, a low potential for bedrock resources, low potential for sand and gravel resources, and abandoned industrial mineral quarries documented within 0.5 mile of the project area. The response from IGWS was communicated to the designer on February 21, 2023. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources	**Presence**	**Impacts Yes**	**Impacts No**
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)			
Urbanized Area Boundary			
Public Water System(s)			

	Yes	**No**
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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

Sole Source Aquifer
The project is located in Jefferson County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA)/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.

Wellhead Protection and Source Water Area
The IDEM Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead) was accessed on December 2, 2025, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated August 30, 2022, IDEM stated the project is not located within a Wellhead Protection Area or Source Water Assessment Area (Appendix C, pages 12-13). Therefore, no impacts are expected.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on December 2, 2025, by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary
Based on a desktop review of the IDEM Municipal Separate Storm Sewer System (MS4) Boundaries Map for Indiana (https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/) by HNTB on December 2, 2025, this project is not located in an Urban Area Boundary (UAB). No impacts are expected.

Public Water System
Based on a desktop review, site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB, the aerial map of the project area (Appendix B, page 3), and a review of project plans (Appendix B, pages 15-26), no public water systems were identified. Therefore, no impacts are expected.

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 [X] Level 5 [ ]

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

Based on a desktop review of The IDNR Indiana Floodway Information Portal website (https://gisdata.in.gov/portal/apps/webappviewer/index.html?id=7039bc8214154fd299da631f969064ea) by HNTB on June 23, 2022, and the RFI report (Appendix E, pages 1-8), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 7). There will be transverse impacts to the floodplain. An early coordination letter was sent on August 15, 2022, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame.

This project qualifies as a Category 4 per the current INDOT CE Manual, which 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.

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

Total Points (from Section VII of CPA-106/AD-1006*) **98**
**If 160 or greater, see CE Manual for guidance.*

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

Based on a desktop review, site visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB, and the aerial map of the project area (Appendix B, page 3), the project will convert 0.65 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on August 15, 2022, to NRCS, and a response was received on August 29, 2022 (Appendix C, page 4). Coordination with NRCS resulted in a score of 98 on the AD 1006 Form (Appendix C, page 5). Farmland acreage amounts differ on the NRCS form and the right-of-way table due to the amount of farmland that qualifies for the definition of farmland and the amount of land that is actively in agricultural use. No land is actively being farmed within the proposed right-of-way. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project 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

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	Category B, Types 4 and 12	June 19, 2023, Amended September 27, 2024	

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			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	June 19, 2023	N/A
Archaeological Phase Ic Survey Report			
Other:			

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

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

On June 19, 2023, and September 27, 2024, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 4 and 12 under the Minor Projects Programmatic Agreement (MPPA, Appendix D, pages 1-8). Category B, Type 4 projects include installation of new safety appurtenances, including but not limited to, guardrails, barriers, glare screens, and crash attenuators, under certain conditions. Category B, Type 12 projects include replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects, under certain conditions. For this project, work will occur in undisturbed soils, and an archaeological investigation was conducted. The work will not occur adjacent to or within a National Register-listed or National Register-eligible resource, and the bridge is not historic.

On July 28, 29, and August 31, 2022, an archaeological field reconnaissance was conducted by a qualified professional. Archaeological site 12Je167 was previously recorded within or adjacent to the project area. The portion of this site within the project area was found to have been destroyed by grading and filling, and the portion of the site outside the current survey area is recommended for avoidance. The field reconnaissance identified one archaeological site within the survey area; this newly recorded site is recommended to be ineligible for the National Register. No further archaeological work was recommended for this site; therefore, no adverse impacts to archaeological resources are anticipated at this site (Appendix D, pages 1-8).

The following firm project commitments were generated as part of the INDOT CRO MPPA determination and are included as firm commitments in the *Environmental Commitments* section of this document:

- INDOT shall coordinate, prior to construction, with the Indiana Historical Bureau, Jefferson County Commissioners and Visit Madison, Inc., regarding the avoidance, removal/storage during construction, and re-installation of the Indiana Historical Bureau marker (ID #39.2016.1) located at the northwest corner of the intersection of Eagle Hollow Road and SR 56 (Ohio River Scenic Byway).
- INDOT shall indicate the historical marker's location on project plans.
- The portion of archaeological site 12Je167 located outside of the Phase Ia survey area must be avoided by all project activities or else subjected to additional archaeological investigation. The portion of the site located outside of the proposed right-of-way must be marked on plans as "Do Not Disturb – Environmental Sensitive Area" and should be physically marked on the ground for avoidance during construction.
- The areas of deep alluvial soils identified in Figure 11 of the Phase Ia report must be avoided by all ground-disturbing activities extending greater than 46 cm (1.5 ft) in depth below the current ground surface. If the deep alluvial soils cannot be avoided, then additional archaeological investigation must be conducted to evaluate the potential for buried deposits and the applicability of the MPPA will need to be reassessed based upon the results.

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

	Presence	Use	
Parks and Other Recreational Land		**Yes**	**No**
Publicly owned park	☐	☐	☐
Publicly owned recreation area	☐	☐	☐
Other (school, state/national forest, bikeway, etc.)	☐	☐	☐
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	☐	☐	☐
National Natural Landmark	☐	☐	☐
State Wildlife Area	☐	☐	☐
State Nature Preserve	☐	☐	☐
Historic Properties			
Site eligible and/or listed on the NRHP	☐	☐	☐

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), Google Earth, and the RFI report (Appendix E, pages 1-8) there are three potential Section 4(f) resources, Eagle Hollow Marina, Riverside Camp and Ramp, and Eagle Hollow Camp, located within the 0.5 mile search radius. According to additional research, and by the sites visits on April 19, 2022, June 23, 2022, and July 3, 2025, by HNTB, all three properties are privately owned and therefore not Section 4(f) resources. Therefore, no Section 4(f) use is expected.

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

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 Section 6(f) properties on the INDOT ESD website revealed ten grants within Jefferson County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.

SECTION F – Air Quality

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

Location in STIP: FY 2026-2030 STIP (Appendix H, page 1)

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

Level 1a [X] 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.

STIP/TIP
This project is included in the Fiscal Year (FY) 2026-2030 Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).

Attainment Status
This project is located in Madison Township, Jefferson County, which is currently in attainment for all criteria pollutants (nonattainment_county_list.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT
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?		X

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

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.

Per the 2025 Indiana Festival Guide (https://indianafestivals.org) accessed on December 3, 2025, by HNTB, there are multiple regularly scheduled festivals in Madison, Jefferson County. Local schools in the vicinity of the project area also host various sporting and school events throughout the year. The project is approximately 1.3 miles east of Madison. The MOT for the project will require a state detour utilizing SR 56, US 421, and SR 129 (Appendix B, page 18). The total detour is approximately 50 miles. The detour is

anticipated to be in place for approximately nine months. The project's MOT may cause temporary delays to the traveling public within the project area, but it is not anticipated to impact access to community events. All delays will cease upon completion of the project. The selected contractor will implement the MOT plan in accordance with the current Indiana Design Manual (IDM) and INDOT Standard Specifications.

Jefferson County has an approved Americans with Disabilities Act (ADA) Transition Plan. However, the project is located within a portion of Jefferson County without pedestrian facilities and is not included in the ADA Transition Plan.

Based on the scope of work and MOT, no impacts to community cohesion, the local tax base, or property values are anticipated.

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 3), Google Earth, and the RFI report (Appendix E, pages 1-8) there are three public facilities within the 0.5 mile search radius. Three recreational facilities, Eagle Hollow Creek Marina, Riverside Camp and Ramp, and Eagle Hollow Camp are located adjacent to the project area. That number was confirmed by the site visits on April 18, 2022, June 23, 2022, and July 2, 2025, by HNTB.

Eagle Hollow Marina, a privately owned marina, is located in the northeast quadrant of the project area. This project will require 0.25 acre of permanent right-of-way and 0.08 acre of temporary right-of-way acquisition from Eagle Hollow Marina.

Riverside Camp and Ramp, a privately owned campground and boat ramp, is located along the southeast quadrant of the project area. This project will require 0.22 acre of permanent right-of-way and 0.07 acre of temporary right-of-way acquisition from Riverside Camp and Ramp.

Eagle Hollow Camp, a privately owned campground, is located along the southwest quadrant of the project area. This project will require 0.08 acre of permanent right-of-way and 0.21 acre of temporary right-of-way from Eagle Hollow Camp.

No impacts to operation of Eagle Hollow Marina, Riverside Camp and Ramp, or Eagle Hollow Camp are expected.

Access to all local facilities will be maintained throughout construction. An early coordination letter was sent to Eagle Hollow Marina on August 15, 2022. No response was received within the 30-day response period.

Overhead electric utility lines and an underground telecommunication line are located within the project area. Utility relocation will be required as part of this project. Coordination between the project sponsor, designer, and utility owners has been initiated and will continue throughout project development.

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

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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.

This analysis was performed for this project prior to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173. As such, this analysis is included for transparency but is no longer applicable to the impacts analysis for federal projects and this impact was not considered in the federal decision.

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 CE Manual, and Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acres of additional permanent right-of-way. This project will require 0.5 acre of new, permanent right-of-way.

Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Jefferson County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Block Group 4 of Census Tract 9665 and Block Group 3 of Census Tract 9660. 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 2018-2022 American Community Survey 5-Year estimates was obtained on December 27, 2023, by HNTB. The data collected for minority and low-income populations within the AC are summarized in the table below.

	Table: Minority and Low-Income Data (2018-2022 American Community Survey 5-Year Estimates)		
	COC – Jefferson County	**AC-1 – BG 4, Census Tract 9665**	**AC-2 – BG 3, Census Tract 9660**
Percent Minority	12.86	6.39	11.04
125% of COC	16.07	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	7.91	8.28	3.02
125% of COC	9.89	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

Block Group 4 of Census Tract 9665 has a percent minority 6.39%, which is below 50% and below the 125% COC threshold (16.07%). Therefore, Block Group 4 of Census Tract 9665 does not contain minority populations of EJ concern.

Block Group 3 of Census Tract 9660 has a percent minority of 11.04%, which is below 50% and below the 125% COC threshold (16.07%). Therefore, Block Group 3 of Census Tract 9660 does not contain minority populations of EJ concern.

Block Group 4 of Census Tract 9665 has a percent low-income of 8.28%, which is below 50% and below the 125% COC threshold (9.89%). Therefore, Block Group 4 of Census Tract 9665 does not contain low-income populations of EJ concern.

Block Group 3 of Census Tract 9660 has a percent low-income of 3.02%, which is below 50% and below the 125% COC threshold (9.89%). Therefore, Block Group 3 of Census Tract 9660 does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, pages 16-21. This project proposes to acquire right-of-way from a commercial property in the northeast quadrant of the project area, in Block Group 4, from a recreational property to the south of SR 56 in Block Group 3, and from forested area to the north of SR 56 in both block groups. There are no potential relocations related to this project. No populations of EJ concern were identified during this analysis. Therefore, the SR 56 over Eagle Hollow Creek Bridge Replacement Project will not result in disproportionately high and adverse impact permanent impacts to communities with EJ concerns. No further environmental justice analysis is warranted.

This analysis was submitted to INDOT ESD on February 8, 2024, and INDOT ESD provided their concurrence on February 14, 2024. In the table above, the values shown for Minority populations are actually the values for Low-Income populations, and the values shown for Low-Income Populations are actually the values for Minority populations. The analysis also indicates there are no EJ concerns, but further review indicated one potential EJ population is present in the vicinity of the project. No adverse impacts are expected.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): June 23, 2022

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 Geographic Information System (GIS) and available public records, the RFI was completed on June 23, 2022, by HNTB, and INDOT SAM provided their concurrence on June 23, 2022 (Appendix E, pages 1-8). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Due to the length of time between the RFI approval and preparation of the environmental document, an updated review of GIS data occurred on November 27, 2024, by HNTB; this review confirmed that no hazmat sites or sites involved with regulated substances are located in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

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	
Construction Stormwater General Permit (CSGP)	X
Other	
IN Department of Natural Resources	
Construction in a Floodway (CIF)	X
Navigable Waterway Permit	
Other	
Mitigation Required	X
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

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

A CIF Permit, USACE 404 Permit and IDEM 401 NWP are anticipated to be required for construction. The project will require a

Construction Stormwater General Permit (CSGP), as soil disturbance will be more than 1 acre.

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 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 permit. (INDOT ESD)
4) LAMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5) GAMM1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
6) TRTAMM1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)
7) TRTAMM2: Ensure tree removal/trimming 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 removal/trimming to ensure contractors stay within clearing limits. (USFWS)
8) TRTAMM3: Ensure tree removal/trimming is limited to the inactive season (October 1 – March 31), occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS, IDNR-DFW)
9) Best management practices to control erosion and sedimentation are necessary to prevent any unexpected sediment loads from entering the Ohio River. (USFWS)
10) Emergency response equipment and spill containment materials should be maintained at the project site, and a contained fueling and fuel storage area should be designated at least 150 feet away from Eagle Hollow Creek and the Ohio River. (USFWS)
11) Bridge No. 056-39-00092 (NBI No. 020350) carrying SR 56 over Eagle Hollow Creek, 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 RSP 107-C-273: "Migratory Bird Protection". (INDOT ESD)
12) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after July 3, 2027, 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)
13) The Ohio River is listed as impaired for PCBs, mercury, and dioxin in fish tissue. Exposure to PCBs, mercury, and dioxin in

fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. There will be sediment and/or soils disturbed by construction, and additional investigation may be necessary. (INDOT ESD SAM)

14) If a potential karst feature is discovered during construction, all work within 100 feet of the feature shall immediately stop and the Engineer shall be notified. The Engineer will suspend all work in this area in accordance with 104.02(b). The Engineer will notify the Department's Geotechnical Engineering Division and the Ecology and Waterway Permitting Group. The Department will provide the treatment measures to address the karst feature. The karst feature shall be protected from sedimentation runoff in accordance with 205. Work shall not resume in the area until directed by the Engineer. (INDOT ESD)

15) INDOT shall coordinate, prior to construction, with the Indiana Historical Bureau, Jefferson County Commissioners and Visit Madison, Inc., regarding the avoidance, removal/storage during construction, and re-installation of the Indiana Historical Bureau marker (ID #39.2016.1) located at the northwest corner of the intersection of Eagle Hollow Road and SR 56 (Ohio River Scenic Byway). (INDOT CRO)

16) INDOT shall indicate the historical marker's location on project plans. (INDOT CRO)

17) The portion of archaeological site 12Je167 located outside of the Phase Ia survey area must be avoided by all project activities or else subjected to additional archaeological investigation. The portion of the site located outside of the proposed R/W must be marked on plans as "Do Not Disturb – Environmental Sensitive Area" and should be physically marked on the ground for avoidance during construction. (INDOT CRO)

18) The areas of deep alluvial soils identified in Figure 11 of the Phase Ia report must be avoided by all ground-disturbing activities extending greater than 46 cm (1.5 ft) in depth below the current ground surface. If the deep alluvial soils cannot be avoided, then additional archaeological investigation must be conducted to evaluate the potential for buried deposits and the applicability of the MPPA will need to be reassessed based upon the results. (INDOT CRO)

19) The Jefferson County Emergency Management Agency will be notified of any detours or closures associated with this project in advance. (Jefferson County EMA)

For Further Consideration:

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

21) Where hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats or similar smooth-surfaced materials as these materials will not impair wildlife movement. Poured concrete or grouted riprap is not an acceptable type of smooth-surfaced material. (USFWS)

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

23) The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR DFW)

24) The new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage (minimum 20 feet wide by 8 feet high), then it should be included in the design of the new structure. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 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. (USFWS)

25) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)

26) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)

27) 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)

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Categorical Exclusion

Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

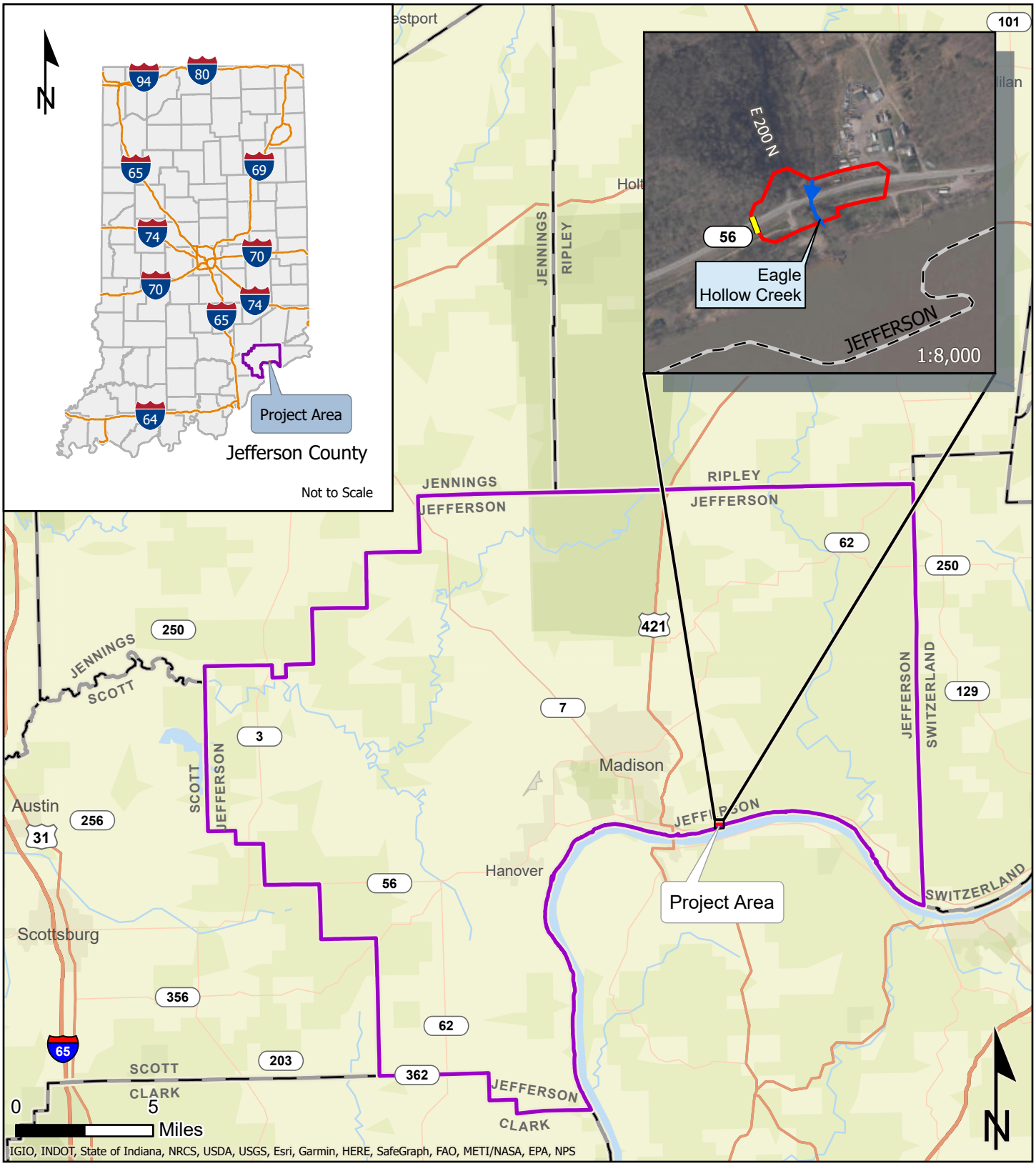
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	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 • **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

Environmental Justice is no longer applicable.

[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.

Categorical Exclusion

Appendix B: Graphics



Project Location Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Project Area
Jefferson County
County Boundary

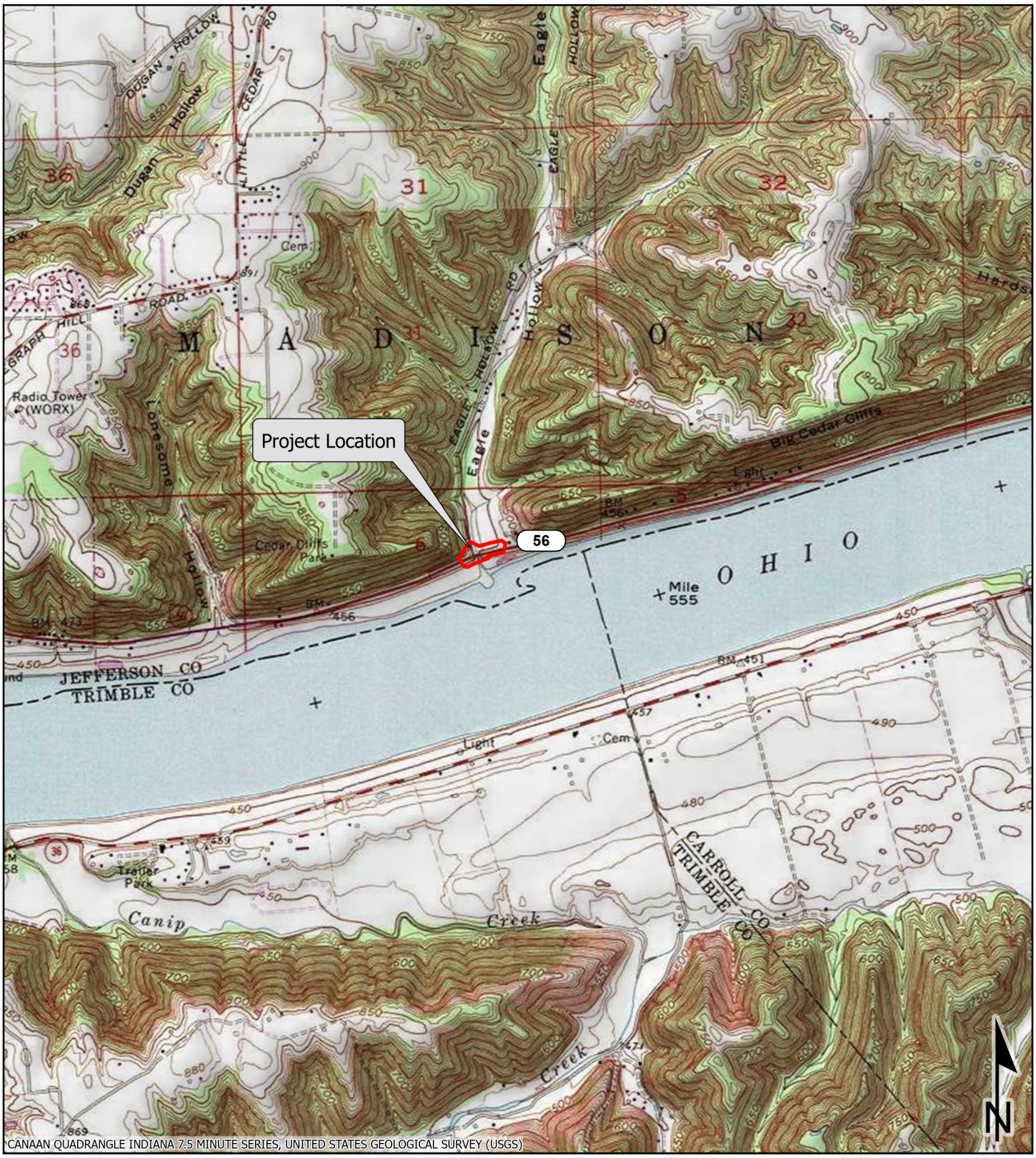
HNTB

Des. No. 2002045

Scale: 1 in = 5 mi

Friday, November 28, 2025

Author: VIVEACH



CANAAN QUADRANGLE INDIANA 7.5 MINUTE SERIES, UNITED STATES GEOLOGICAL SURVEY (USGS)

Project Area

0 1,000 2,000 Feet

USGS (1:24,000 scale) Topographic Map

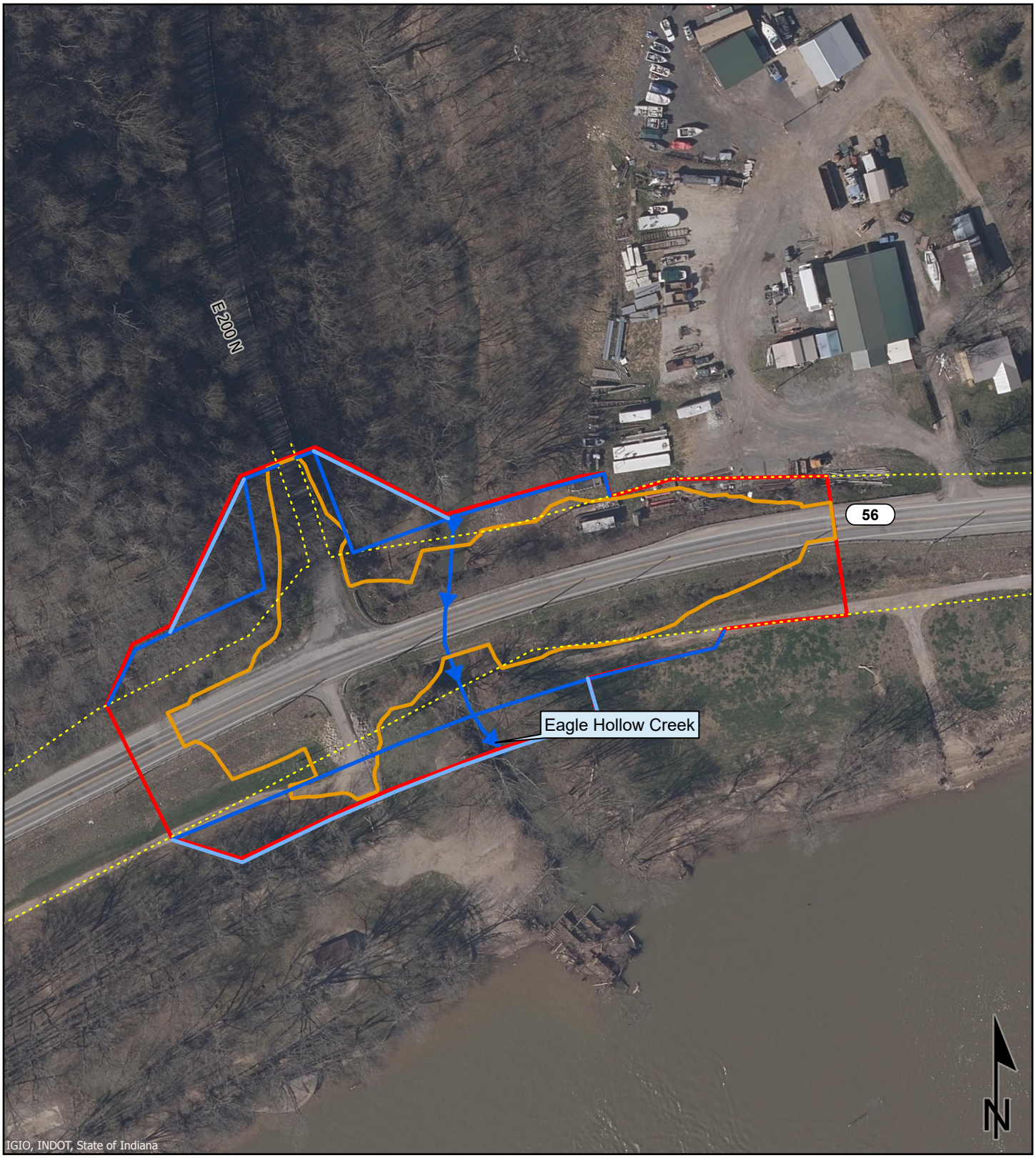
SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Des. No. 2002045

1 inch = 2,000 ft

HNTB

Graphics created by HNTB Corporation (2024)



Project Area
Construction Limits
Existing ROW
Permanent ROW
Temporary ROW
Delineated Stream

0 60 120 Feet

Project Aerial Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Des. No. 2002045

1 inch = 120 ft

HNTB

Graphics created by HNTB Corporation (2024)



Investigated Area
Culvert
Photo Location

Delineated Stream
Perennial
Roadside Drainage

Photo Location Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Des. No. 2002045	HNTB	April 10, 2026
Scale: 1 in = 100 ft		Author: VIVEACH



1. Southeast-facing view from the north side of State Route 56, capturing the inlet of CLV-95681.



2. Facing west along the north side of State Route 56, looking toward CLV-95681, with a view of the adjacent right-of-way and the surrounding corridor.



3. Facing east along the north side of State Route 56, looking toward CLV-95681 and RSD 1, with a view of the adjacent right-of-way and the surrounding corridor.



4. Facing south toward State Route 56, with a view of the western side of Eagle Hollow Road.



5. Facing southeast toward State Route 56, with a view of the eastern side of Eagle Hollow Road.



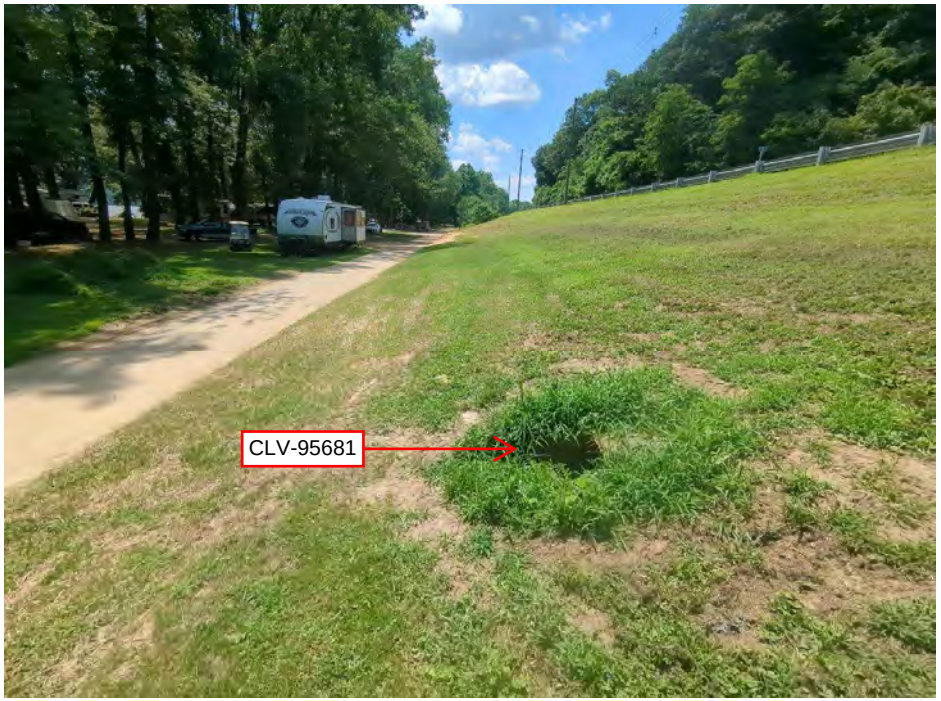
6. Eastward view along the south side of State Route 56, capturing the adjacent right-of-way and the surrounding corridor.



7. Facing south toward State Route 56, with a view of the intersection with Eagle Hollow Road.



8. Eastern view along the south side of State Route 56, capturing Eagle Hollow Camp.



9. Southwestern view along the south side of State Route 56, with a view away from Eagle Hollow Camp, capturing the outlet of CLV-95681.



10. View from the south side of State Route 56, looking north at the outlet of CLV-95681.



11. Northward view from the south side of State Route 56, with a view of the roadway right-of-way and the surrounding corridor.



12. Facing northwest, away from State Route 56, with a view toward the western side of Eagle Hollow Road.



13. Facing south toward State Route 56, with a view along the eastern side of Eagle Hollow Road.



14. Westward view along the north side of State Route 56, looking at RSD 1, capturing the adjacent right-of-way and the surrounding corridor.



15. Facing north, away from State Route 56, with a view along the eastern side of Eagle Hollow Road.



16. Eastward view along the south side of State Route 56, capturing the intersection with Eagle Hollow Road.



17. Facing southwest along the south side of State Route 56, from the intersection with Eagle Hollow Road, capturing the adjacent right-of-way and the surrounding corridor.



18. View from the south side of State Road 56, looking south along the entrance to Eagle Hollow Camp.



19. View north of State Route 56, facing west toward Eagle Hollow Road.



20. View from the north side of State Route 56, looking south at downstream Eagle Hollow Creek, capturing the channel, adjacent features, and bridge carrying State Route 56 over the stream.



21. View from the south side of State Road 56, looking north at Eagle Hollow Road.



22. View from the north side of State Route 56, looking south at downstream Eagle Hollow Creek, capturing the stream channel as it passes under State Route 56.



23. Facing east from the entrance to Eagle Hollow Camp, with a view of the south side of State Route 56.



24. Southwestern view along the south side of State Route 56, with a view toward the outlet of CLV-95681.



25. View from the north side of State Route 56, looking north at upstream Eagle Hollow Creek, capturing the stream channel and adjacent features.



26. View from the south side of State Route 56, looking south at downstream Eagle Hollow Creek, capturing the stream channel and adjacent features.



27. Northward view from the north side of State Route 56, with a view along the eastern side of Eagle Hollow Creek.



28. View from the south side of State Route 56, looking north at upstream Eagle Hollow Creek, capturing the stream channel as it passes under State Route 56.



29. Northwestern view from the south side of State Route 56, looking at upstream Eagle Hollow Creek, capturing the stream channel as it passes under State Route 56.



30. Southward view from the south side of State Route 56, with a view along the eastern side of Eagle Hollow Creek.



31. Southwestern view along the south side of State Route 56, capturing the adjacent right-of-way and the surrounding corridor.



32. View from the south side of State Route 56, looking north at upstream Eagle Hollow Creek, capturing the stream channel as it passes under State Route 56.



33. View from the south side of State Route 56, looking south at downstream Eagle Hollow Creek, capturing the stream channel and adjacent features.



34. Northward view from the south side of State Route 56, with a view of the roadway right-of-way and the surrounding corridor.



35. Westward view along the north side of State Route 56, looking toward Eagle Hollow Creek, capturing the roadway and adjacent right-of-way.



36. Westward view along the south side of State Route 56, looking toward Eagle Hollow Creek, capturing the adjacent right-of-way and the surrounding corridor.



37. Facing northwest from the south side of State Route 56, looking toward Eagle Hollow Creek, capturing the adjacent right-of-way and the surrounding corridor.



38. Northward view from the north side of State Route 56, with a view of the adjacent right-of-way and Eagle Hollow Marina.



39. Westward view along the south side of State Route 56, looking toward Eagle Hollow Creek, capturing the adjacent right-of-way and the surrounding corridor.



40. Westward view along the north side of State Route 56, looking toward Eagle Hollow Creek, capturing the adjacent right-of-way and the surrounding corridor.

PROJECT	DESIGNATION
2002045	2002045
CONTRACT	BRIDGE FILE
B-43297	056-39-10753

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
056-39-10753	CONTINUOUS COMPOSITE STEEL BEAM BRIDGE	3 SPANS: 45'-0", 56'-0", 45'-0" SKEW: 15°00'00" RT.	EAGLE HOLLOW CREEK	STA. 199+76.00 LINE "P.R."

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

FOR SPANS OVER 20 FEET

ROUTE: SR 56 AT: 144+07

PROJECT NO. 2002045 (P.E., R/W, CONST.)

TRAFFIC DATA		SR 56
A.A.D.T.	(2031)	2,757 V.P.D.
A.A.D.T.	(2051)	2,757 V.P.D.
D.H.V	(2051)	262 V.P.H.
DIRECTIONAL DISTRIBUTION		49.55 %
TRUCKS		17.48 % A.A.D.T.
		15.33 % D.H.V.

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

TRAFFIC DATA		S EAGLE HOLLOW ROAD
A.A.D.T.	(2031)	194 V.P.D.
A.A.D.T.	(2051)	194 V.P.D.
D.H.V	(2051)	22 V.P.H.
DIRECTIONAL DISTRIBUTION		59.00 %
TRUCKS		8.00 % A.A.D.T.
		11.00 % D.H.V.

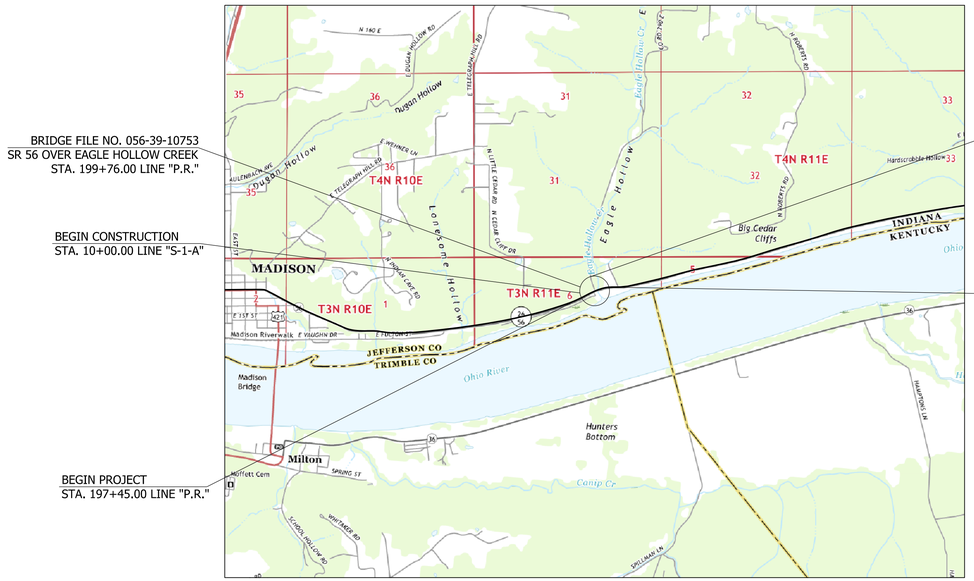
DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL ROAD
RURAL/URBAN	RURAL
TERRAIN	ROLLING
ACCESS CONTROL	NONE

NOTE TO REVIEWER

PLEASE SEE CORRESPONDENCE FILE FOR DOCUMENTATION OF DESIGN DECISIONS

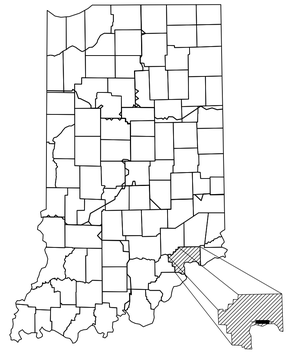
STAGE 3 PLANS

BRIDGE REPLACEMENT ON SR 56 OVER EAGLE HOLLOW CREEK
LOCATED 1.89 MILES EAST OF US 421
SECTION 6, T-3-N, R11-E, MADISON TOWNSHIP, JEFFERSON COUNTY, INDIANA



LOCATION MAP
(JEFFERSON COUNTY)

SCALE: 1" = 2000'



PROJECT LOCATION SHOWN BY
JEFFERSON COUNTY

LATITUDE: 38°44'11" N LONGITUDE: 85°20'18" W

BRIDGE LENGTH:	0.025	MI.
ROADWAY LENGTH:	0.080	MI.
TOTAL LENGTH:	0.105	MI.
MAX. GRADE:	-0.87	%

12-DIGIT HYDROLOGIC UNIT CODE: 051401010301

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024
TO BE USED WITH THESE PLANS.

HNTB Indiana, Inc.
The HNTB Companies
Infrastructure Solutions
111 Monument Circle
Suite 1200
Indianapolis, IN 46204

DRAFT
NOT FOR CONSTRUCTION

PLANS PREPARED BY: HNTB INDIANA, INC. (317) 636-4682
PHONE NUMBER

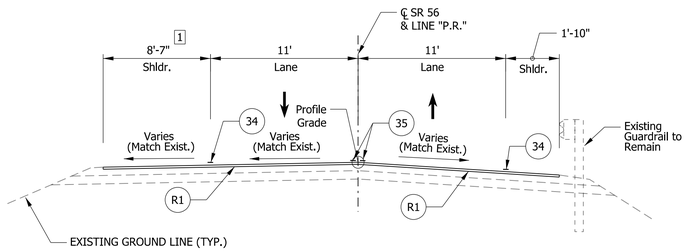
CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE
056-39-10753
DESIGNATION
2002045

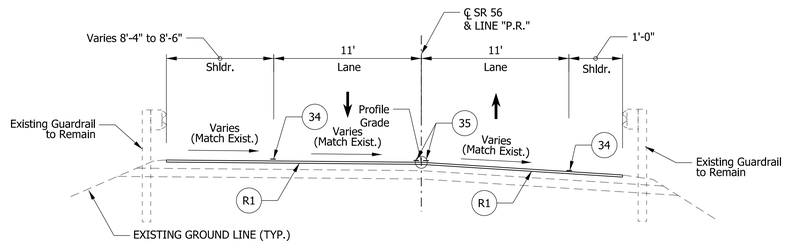
DWG. NO.	SHEET
TTL-01	1 of 81
CONTRACT	PROJECT
B-43297	2002045

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model: Sheet 01
file: \\indw001\239projects\75076 asi indot-s bridges\010 sr 56 bridge 2002045\00 cadd\cds\75076-010-s-bs-ttl01.dgn



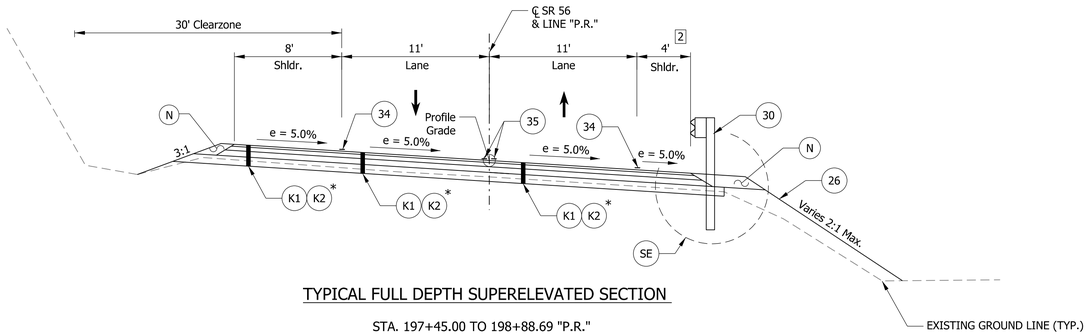
TYPICAL INCIDENTAL SECTION

STA. 197+20.00 TO STA. 197+45.00 "P.R."



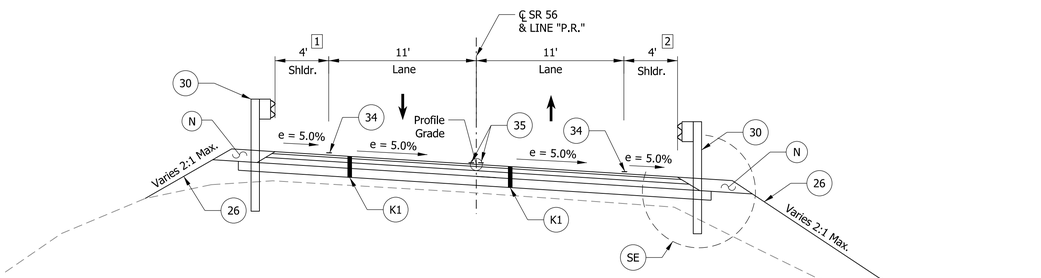
TYPICAL INCIDENTAL SECTION

STA. 203+00.00 TO STA. 203+25.00 "P.R."



TYPICAL FULL DEPTH SUPERELEVATED SECTION

STA. 197+45.00 TO 198+88.69 "P.R."
* 198+44.92 "P.R." Pavement Design K1&K2 Interface
Paving Exception Begins at STA. 198+74.92 "P.R."



TYPICAL FULL DEPTH SUPERELEVATED SECTION

STA. 198+88.69 TO 199+04.68 "P.R."

NOTES:

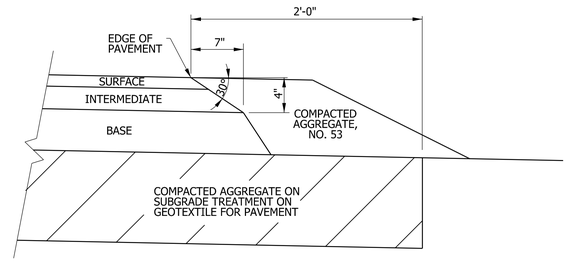
1. AFTER MILLING THE EXISTING ASPHALT PAVEMENT SURFACE, ANY CRACKS THAT REMAIN VISIBLE WITH 0.25 INCH WIDTH OR GREATER SHALL BE SEALED BEFORE APPLYING TACK COAT TO THE MILLED SURFACE.
2. FOR HMA PAVEMENT WEDGE DETAILS SEE STD. DWG. 306-TMPT-01.
3. FOR AGGREGATE SHOULDERS AND GRADING LIMITS AT GUARDRAIL END TREATMENTS, SEE STD. DWG. E 601-GRET-06, UNLESS NOTED OTHERWISE.

1 SHOULDER WIDTH VARIES FROM 8'-7" AT STA. 197+20 TO 8' AT STA. 197+45 "P.R." SHOULDER WIDTH IS 4'-4" FROM STA. 198+89 TO STA. 199+07 (BEGIN BRIDGE RAILING)

2 SHOULDER WIDTH VARIES FROM 1'-10" AT STA. 197+45 TO 4' AT STA. 197+75 "P.R." SHOULDER WIDTH IS 4'-4" FROM STA. 198+61 TO STA. 198+98 (BEGIN BRIDGE RAILING)

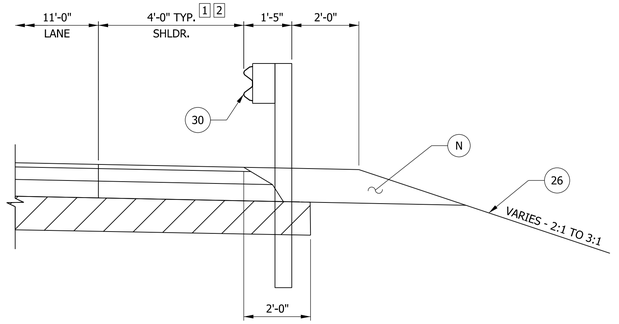
LEGEND

- (R1) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON VARIABLE DEPTH QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM (MAX DEPTH = 275 LBS/SYS) ON MILLING, TRANSITION (TACK COAT BETWEEN MILLED SURFACE AND HMA)
- (K1) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON 275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON 1210 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON 6 INCHES OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT, TYPE IC ON GEOTEXTILE FOR PAVEMENT, TYPE 2B (TACK COAT BETWEEN HMA LAYERS)
- (K2) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON 275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON 660 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON SUBGRADE TREATMENT, TYPE IC ON GEOTEXTILE FOR PAVEMENT, TYPE 2B (TACK COAT BETWEEN HMA LAYERS)
- (26) MULCHED SEEDING, R (SLOPES STEEPER THAN 3:1 REQUIRE EROSION CONTROL BLANKET)
- (30) GUARDRAIL (SEE DWG. NO. PP-01 THRU PP-03 FOR LIMITS)
- (34) LINE, PAINT, SOLID, WHITE, 6 IN.
- (35) LINE, PAINT, SOLID, YELLOW, 6 IN. / LINE, PAINT, BROKEN, YELLOW, 6 IN.
- (N) COMPACTED AGGREGATE, NO. 53
- (SE) SAFETY EDGE (SEE DETAIL THIS SHEET)
- e REFER TO DWG. NO. SE-01 FOR SUPERELEVATION RATE



SAFETY EDGE ON HMA PAVEMENT

SCALE: NTS



TYPICAL S.R. 56 GUARDRAIL DETAIL

SCALE: ½" = 1'-0"

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: CHS DRAWN: CHS

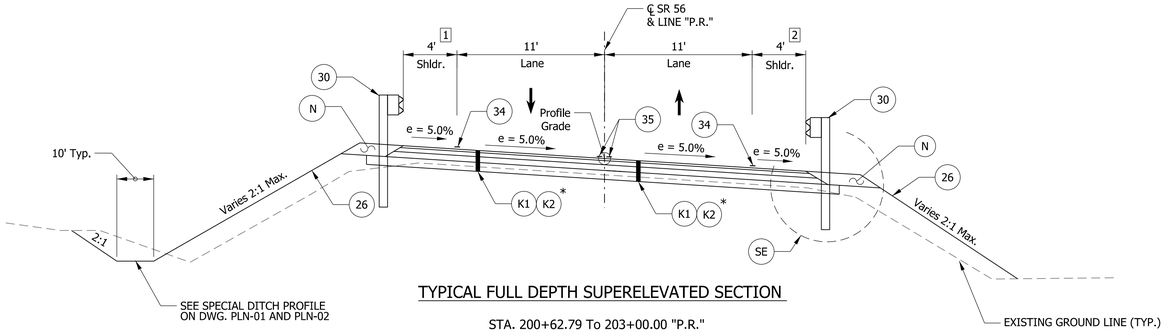
CHECKED: ADR CHECKED: ADR

INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL SECTIONS

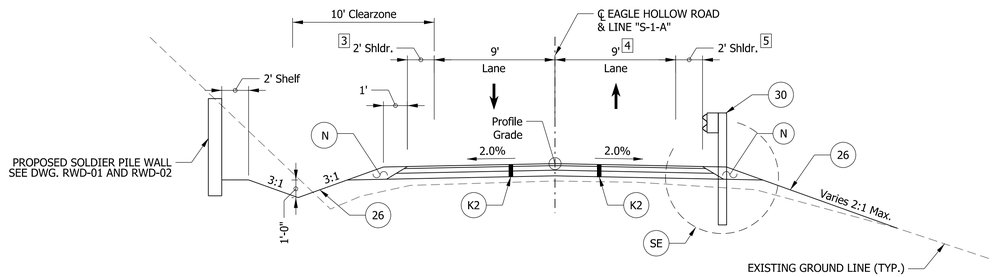
HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	056-39-10753
VERTICAL SCALE	DESIGNATION
AS SHOWN	2002045
DWG. NO.	SHEET
TS-01	4 of 81
CONTRACT	PROJECT
B-43297	2002045

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model:Sheet
file: \\indot\dfs$\projects\175076 asi ind\dot-s bridges\010 sr 56 bridge 2002045\00 cadd\cds\175076-010-rd-s-ts01.dgn



TYPICAL FULL DEPTH SUPERELEVATED SECTION

STA. 200+62.79 To 203+00.00 "P.R."
Paving Exception Ends at STA. 200+75.78 "P.R."
* 201+05.78 "P.R." Pavement Design K1&K2 Interface

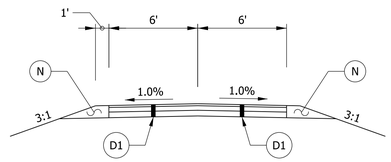


TYPICAL FULL DEPTH SECTION

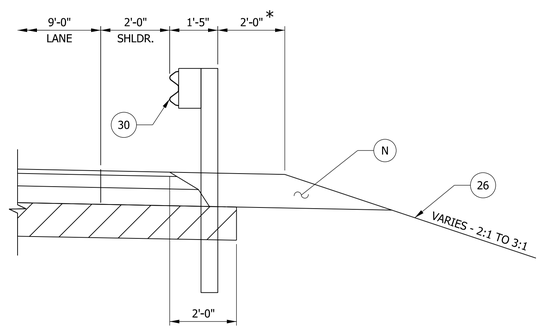
STA. 10+30.00 To 11+80.00 "S-1-A"

LEGEND

- (R1) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
  VARIABLE DEPTH QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM
  (MAX DEPTH = 275 LBS/SYS) ON
  MILLING, TRANSITION
  (TACK COAT BETWEEN MILLED SURFACE AND HMA)
- (K1) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
  275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON
  1210 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON
  6 INCHES OF COMPACTED AGGREGATE, NO. 53 ON
  SUBGRADE TREATMENT, TYPE IC ON
  GEOTEXTILE FOR PAVEMENT, TYPE 2B
  (TACK COAT BETWEEN HMA LAYERS)
- (K2) 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
  275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON
  660 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON
  SUBGRADE TREATMENT, TYPE IC ON
  GEOTEXTILE FOR PAVEMENT, TYPE 2B
- (D1) HMA FOR APPROACHES, TYPE B
  165 LBS/SYS HMA SURFACE TYPE B ON
  275 LBS/SYS HMA INTERMEDIATE TYPE B ON
  6 INCHES OF COMPACTED AGGREGATE No. 53, ON
  SUBGRADE TREATMENT TYPE II (6 IN. COARSE AGGREGATE No. 53)
- (26) MULCHED SEEDING, R
  (SLOPES STEEPER THAN 3:1 REQUIRE EROSION CONTROL BLANKET)
- (30) GUARDRAIL (SEE DWG. NO. PP-01 THRU PP-03 FOR LIMITS)
- (34) LINE, PAINT, SOLID, WHITE, 6 IN.
- (35) LINE, PAINT, SOLID, YELLOW, 6 IN. / LINE, PAINT, BROKEN, YELLOW, 6 IN.
- (N) COMPACTED AGGREGATE, NO. 53
- (SE) SAFETY EDGE (SEE DETAIL ON SHEET TS-01)



MODIFIED CLASS II DRIVE



TYPICAL LINE "S-1-A" GUARDRAIL DETAIL

SCALE: ½" = 1'-0"

* Reduce to 0'-0" at the End Construction limits

NOTES:

1. AFTER MILLING THE EXISTING ASPHALT PAVEMENT SURFACE, ANY CRACKS THAT REMAIN VISIBLE WITH 0.25 INCH WIDTH OR GREATER SHALL BE SEALED BEFORE APPLYING TACK COAT TO THE MILLED SURFACE.
2. FOR HMA PAVEMENT WEDGE DETAILS SEE STD. DWG. 306-TMPT-01.
3. FOR AGGREGATE SHOULDERS AND GRADING LIMITS AT GUARDRAIL END TREATMENTS, SEE STD. DWG. E 601-GRET-06, UNLESS NOTED OTHERWISE.

[1] SHOULDER WIDTH IS 4'-4" FROM STA. 200+69 (END BRIDGE RAILING) TO STA. 201+55
SHOULDER WIDTH VARIES FROM 4-4"' AT STA. 201+55 TO 9' AT STA. 202+00 "P.R."
SHOULDER WIDTH IS 9' FROM STA. 202+00 TO STA. 202+75 "P.R."
SHOULDER WIDTH VARIES FROM 9' AT STA. 202+75 TO 8'-4" AT STA. 203+00 "P.R."

[2] SHOULDER WIDTH IS 4'-4" FROM STA. 200+63 (END BRIDGE RAILING) TO STA. 201+07
SHOULDER WIDTH VARIES FROM 4'-4" AT STA. 201+07 TO 4' AT STA. 201+15
SHOULDER WIDTH VARIES FROM 4' AT STA. 202+35 TO 1' AT STA. 203+00

[3] SHOULDER WIDTH VARIES FROM 2' AT STA. 11+70 to 1' AT STA. 11+80

[4] LANE WIDTH VARIES FROM 9' AT STA. 11+45 TO 8' AT STA. 11+65
LANE WIDTH 8' FROM STA. 11+65 TO STA. 11+80

[5] SHOULDER WIDTH VARIES 2' AT STA. 11+25 TO 1' AT STA. 11+45
SHOULDER WIDTH 1' AT STA. 11+45 TO STA. 11+80

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CHS DRAWN: CHS

CHECKED: ADR CHECKED: ADR

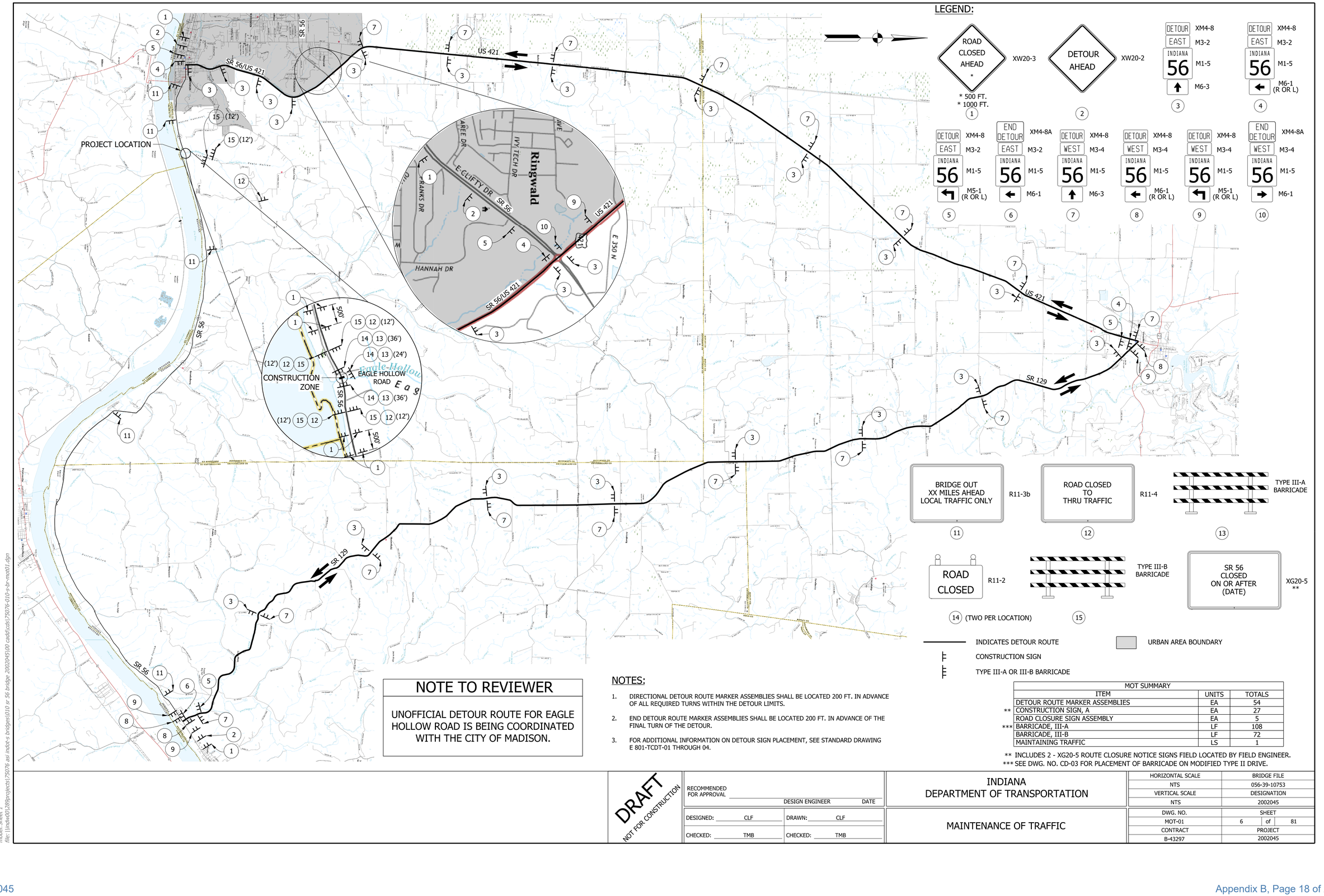
INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	056-39-10753
VERTICAL SCALE	DESIGNATION
AS SHOWN	2002045

DWG. NO.	SHEET
TS-02	5 of 81
CONTRACT	PROJECT
B-43297	2002045

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model:Sheet2
file:\\INWI01\289projects\35076 asi\ndot-s bridges\010 sr 56 bridge 2002045\00 cadd\cdot\35076-010-rd-s-ts01.dgn



NOTE TO REVIEWER

UNOFFICIAL DETOUR ROUTE FOR EAGLE HOLLOW ROAD IS BEING COORDINATED WITH THE CITY OF MADISON.

NOTES:

1. DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLIES SHALL BE LOCATED 200 FT. IN ADVANCE OF ALL REQUIRED TURNS WITHIN THE DETOUR LIMITS.
2. END DETOUR ROUTE MARKER ASSEMBLIES SHALL BE LOCATED 200 FT. IN ADVANCE OF THE FINAL TURN OF THE DETOUR.
3. FOR ADDITIONAL INFORMATION ON DETOUR SIGN PLACEMENT, SEE STANDARD DRAWING E 801-TCDT-01 THROUGH 04.

MOT SUMMARY		
ITEM	UNITS	TOTALS
DETOUR ROUTE MARKER ASSEMBLIES	EA	54
** CONSTRUCTION SIGN, A	EA	27
ROAD CLOSURE SIGN ASSEMBLY	EA	5
*** BARRICADE, III-A	LF	108
BARRICADE, III-B	LF	72
MAINTAINING TRAFFIC	LS	1

** INCLUDES 2 - XG20-5 ROUTE CLOSURE NOTICE SIGNS FIELD LOCATED BY FIELD ENGINEER.
*** SEE DWG. NO. CD-03 FOR PLACEMENT OF BARRICADE ON MODIFIED TYPE II DRIVE.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CLF DRAWN: CLF

CHECKED: TMB CHECKED: TMB

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
NTS	056-39-10753
VERTICAL SCALE	DESIGNATION
NTS	2002045
DWG. NO.	SHEET
MOT-01	6 of 81
CONTRACT	PROJECT
B-43297	2002045

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model: Sheet 1
file: \\Indot\d1289\projects\75076 asi indot-s bridges\010 sr 56 bridge 2002045\00 cadd\cds\75076-010-s-br-mot01.dgn

CONSTRUCTION LEGEND

R1 — 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
VARIABLE DEPTH QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM
(MAX DEPTH = 275 LBS) ON
MILLING, TRANSITION
(TACK COAT BETWEEN MILLED SURFACE AND HMA)

K1 — 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON
1210 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON
6 INCHES OF COMPACTED AGGREGATE, NO. 53 ON
SUBGRADE TREATMENT, TYPE IC ON
GEOTEXTILE FOR PAVEMENT, TYPE 2B

K2 — 165 LBS/SYS QC/QA-HMA, 3, 64, SURFACE, 9.5 MM ON
275 LBS/SYS QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 MM ON
660 LBS/SYS QC/QA-HMA, 3, 64, BASE, 25.0 MM ON
SUBGRADE TREATMENT, TYPE IC ON
GEOTEXTILE FOR PAVEMENT, TYPE 2B

D1 — HMA FOR APPROACHES, TYPE B
165 LBS/SYS HMA SURFACE TYPE B ON
275 LBS/SYS HMA INTERMEDIATE TYPE B ON
6 INCHES OF COMPACTED AGGREGATE NO. 53, ON
SUBGRADE TREATMENT TYPE II (6 IN. COARSE AGGREGATE No. 53)

S — SAW CUT PAVEMENT

2 — CONCRETE BRIDGE RAILING TRANSITION, TYPE TFC

13 — CURB, INTEGRAL, B, CONCRETE, MODIFIED

19 — COMBINED CONCRETE CURB AND GUTTER, TURNOUT, MODIFIED

24 — SODDING

25 — REVETMENT RIPRAP ON GEOTEXTILE FOR RIPRAP, TYPE 1B

26 — MULCHING SEEDING
(SLOPES GREATER THAN 3:1 REQUIRE EROSION CONTROL BLANKET)

27 — MGS GUARDRAIL TRANSITION WITHOUT CURB

28 — GUARDRAIL TRANSITION, TYPE TGB

29 — SOLDIER PILE WALL (SEE DWG. NO. RWD-01 AND RWD-02)

30 — GUARDRAIL, MGS W-BEAM, 6-FT 3-IN SPACING

31 — GUARDRAIL, W-BEAM, CABLE TERMINAL ANCHOR SYSTEM

32 — GUARDRAIL, W-BEAM, SHOP CURVED, 6-FT 3-IN SPACING (SEE DWG. NO. GRD-01)

33 — GUARDRAIL, W-BEAM, 6-FT 3-IN SPACING

34 — LINE. PAINT, SOLID, WHITE, 6 IN.

35 — LINE, PAINT, SOLID, YELLOW, 6 IN. / LINE, PAINT, BROKEN, YELLOW, 6 IN.

36 — GUARDRAIL, TERMINAL SYSTEM, W-BEAM CURVED, TYPE 7

37 — GUARDRAIL HEIGHT TRANSITION, MGS

45 — LINE, PAINT, SOLID, WHITE, 24 IN. STOP LINE

◄——— (DND) DO NOT DISTURB

NOTES:
1. FOR LOCATION OF SOLID YELLOW LINES AND BROKEN YELLOW LINES, SEE PAVEMENT MARKING TABLE ON DWG. NO. SUM-01.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: CHS DRAWN: CHS
CHECKED: ADR CHECKED: ADR

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
NTS	056-39-10753
VERTICAL SCALE	DESIGNATION
NTS	2002045
DWG. NO.	SHEET
CD-01	11 of 81
CONTRACT	PROJECT
B-43297	2002045

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model: Sheet5
file: \\indot01\089projects\175076.wsi indot-s bridges\010 or 56 bridge 2002045\00 cadd\cdc\175076-010-rd-s-cd01.dgn

195

196

197

198

R/W

R/W

R/W

WILLIAM D. GROTE
& THERESE M. GROTE

Exist. R/W

Exist. R/W

Existing Overhead Electric Utility

BEGIN PROJECT
DES. NO. 2002045
P.O.C. STA. 197+45.00 "P.R."
N: 185864.3533
E: 790485.9963
Monument Type B Required

Existing Catch Basin
(DND)

CB

(Toe of Slope)

P.C. Sta. = 197+35.20 "P.R."
N: 185859.9287
E: 790477.2488

+45.00

Constr. Limits

GRASS

ASPHALT

S.R. 56

Line "P.R."

195+00

N63°10'09"E

(24" CMP)

8.7'

11'

11'

11'

11'

26

34

8'

K2

35

35

34

R1

S.R. 56

Line "P.R."

4'

1.8'

+20.00

2'

+56.00

33

+75.00

Matchline Sta. 198+00 "P.R." (See Next Sheet)

(DND)

CLV-95681

BEGIN INCIDENTAL CONSTRUCTION
DES. NO. 2002045
P.O.T. STA. 197+20.00 "P.R."
N: 185853.1437
E: 790463.8345

Existing Overhead Electric Utility

Remove Existing
Guardrail

26

SECTION 6, T-3-N, R-11-E
MADISON TOWNSHIP
JEFFERSON COUNTY

Constr. Limits

GRASS

Field Drive (DND)

Exist. R/W

App. ℄

GRASS

ROXANNE SCHNELLE

App. ℄

TEMPORARY R/W

TROY JOHNSON & JEFF JOHNSON

Exist. R/W

App. ℄

Field Drive (DND)

D1

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: CHS DRAWN: CHS

CHECKED: ADR CHECKED: ADR

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=10'	056-39-10753
VERTICAL SCALE	DESIGNATION
N/A	2002045
DWG. NO.	SHEET
CD-02	12 of 81
CONTRACT	PROJECT
B-43297	2002045

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model:Sheet1
file:\\indot\2289projects\75076.ast i\ndot-s bridges\010 sr 56 bridge 2002045\00 cadd\cdot75076-010-rd-s-cd01.dgn

198

199

200

201

Exist. R/W

Constr. Limits

R/W

Sign (DND)

White Cross (DND)

Sign, Sheet, Relocate (Stop Sign)

Prop. Ditch

+28 "S-1-A"

R = 40'

Line "S-1-A"

N5°18'52"E

N22°48'24"W

Eagle Hollow Road

App. ℄

+75.94
44.13'

P.O.C. Sta. = 198+61.38 "P.R."
= P.O.T. Sta. = 10+00.00 "S-1-A"
N: 1185912.8798
E: 790591.7474

R = 32.77'

+75.12
28.89'

Sign, Sheet, Relocate (Street Sign)

R = 14'

+06.09

+88.04

+30 "S-1-A"

+18.00

+25.00

+85.00

N63°10'09"E

Line "P.R."

+44.45

+40.00

10+00

Begin Paving Exception
Sta. 198+74.45 "P.R."

S.R. 56

Matchline Sta. 198+00 "P.R." (See Previous Sheet)

+10.04

+66.24

+72.54

R = 18'

+96.52

Reference Post

Remove Existing Guardrail

R = 25'

+47.90
33.42' RT.

+35.60
40.36' RT.

+35.55
47.42' RT.

+47.89
45.83' RT.

ASPHALT

12'

Existing Overhead Electric Utility

Remove Existing Guardrail

Remove Existing Guardrail

Remove Existing Guardrail

Constr. Limits

Do Not Disturb Boundary

Eagle Hollow Creek

Existing Overhead Electric Utility

Do Not Disturb Boundary

Constr. Limits

Exist. R/W

Prop. Ditch

CURVE NO.1
PI = 200+88.90 "P.R."
Delta = 22°16'35"Rt.
R = 1796.46 ft.
T = 353.70 ft.
L = 698.46 ft.
E = 34.49 ft.

P.I. Sta. = 200+88.90 "P.R."
N: 186019.5723
E: 790792.8678

Reference Post

+69.32

End Paving Exception
Sta. 200+76.15 "P.R."

Remove Existing Guardrail

200+00

Line "P.R."

S.R. 56

Matchline Sta. 201+00 "P.R." (See Next Sheet)

+62.42

Remove Existing Guardrail

Constr. Limits

Exist. R/W

Constr. Limits

Exist. L.A. R/W

Field Drive (DND)

R/W

(DND)

PPST

Type III-A Barricade, Location 2, See Notes

Exist. R/W

+35.39
70.34' RT.

Constr. Limits

Type III-A Barricade, Location 1, See Notes

+89.49
84.33' RT.

R=20'

R=10'

+47.87
81.17' RT.

+08.40
89.18' RT.

+61.09
91.18' RT.

+30.54
106.82' RT.

+86.20
94.55' RT.

+40.00
113.60' RT.

+60.71
120.00' RT.

+93.80
120.00' RT.

R=15'

15.8'

28.86'

ASPHALT

GRASS

SECTION 6, T-3-N, R-11-E
MADISON TOWNSHIP
JEFFERSON COUNTY

TROY JOHNSON & JEFF JOHNSON

OVERPECK PROPERTIES, LLC

App. ℄

R/W

TEMPORARY R/W FOR GRADING

TEMPORARY R/W FOR DRIVE REPLACEMENT

TEMPORARY R/W FOR DRIVE REPLACEMENT

NOTES:

1. 12' Type III-A Barrier Shall Be Placed at Location 1 During Construction of Modified Class II Drive and Shall Be Placed at Location 2 During All Other Construction Activities on SR 56 and Eagle Hollow Road. Access to Boat Launch Shall Be Provided At All Times.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CHS DRAWN: CHS

CHECKED: ADR CHECKED: ADR

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=10'	056-39-10753
VERTICAL SCALE	DESIGNATION
N/A	2002045

DWG. NO.	SHEET
CD-03	13 of 81
CONTRACT	PROJECT
B-43297	2002045

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4/23/2025 10:54:18 am
model:Sheet2
file: \\indot\0189projects\1750\76 asi ind\t-s bridges\1010 sr 56 bridge 2002045\00 cad\dgn\s1750\76-010-sd-s-cd01.dgn

201

202

203

204

App. ℄

R/W

R/W

LUCAS SOULE & ERICA SOULE

Exist. R/W

Constr. Limits

Existing Overhead Electric Utility

Prop. Ditch

26

26

Exist. R/W

LUCAS SOULE & ERICA SOULE

GRASS

30

+55.00

5.6'

Remove Existing Guardrail

+00.00

9'

30

+75+00

Constr. Limits

+00.00

37

+25.00

Matchline Sta. 201+00 "P.R." (See Previous Sheet)

5.6'

11'

S.R. 56

34

35

K2

N85°26'44"E

ASPHALT

K2

8.3'

1.4'

8.8'

11'

Line "P.R."

35

34

4'

11'

R1

Line "P.R."

S.R. 56

S.R. 56

+06.06

+15.00

30

PPST

Existing Overhead Electric Utility

Remove Existing Guardrail

+35.00

30

4'

37

1'

+88.23

+00.00

1'

26

26

SECTION 6, T-3-N, R-11-E
MADISON TOWNSHIP
JEFFERSON COUNTY

Constr. Limits

END PROJECT
DES. NO. 2002045
P.O.C. STA. 203+00.00 "P.R."
N: 186032.0980
E: 791012.7276
Monument Type B Required

END INCIDENTAL CONSTRUCTION
DES. NO. 2002045
P.O.c. STA. 203+25.00 "P.R."
N: 186035.7597
E: 791037.4570

OVERPECK PROPERTIES, LLC

Constr. Limits

Exist. L.A. R/W

Field Drive (DND)

Temporary R/W for Grading

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: CHS DRAWN: CHS

CHECKED: ADR CHECKED: ADR

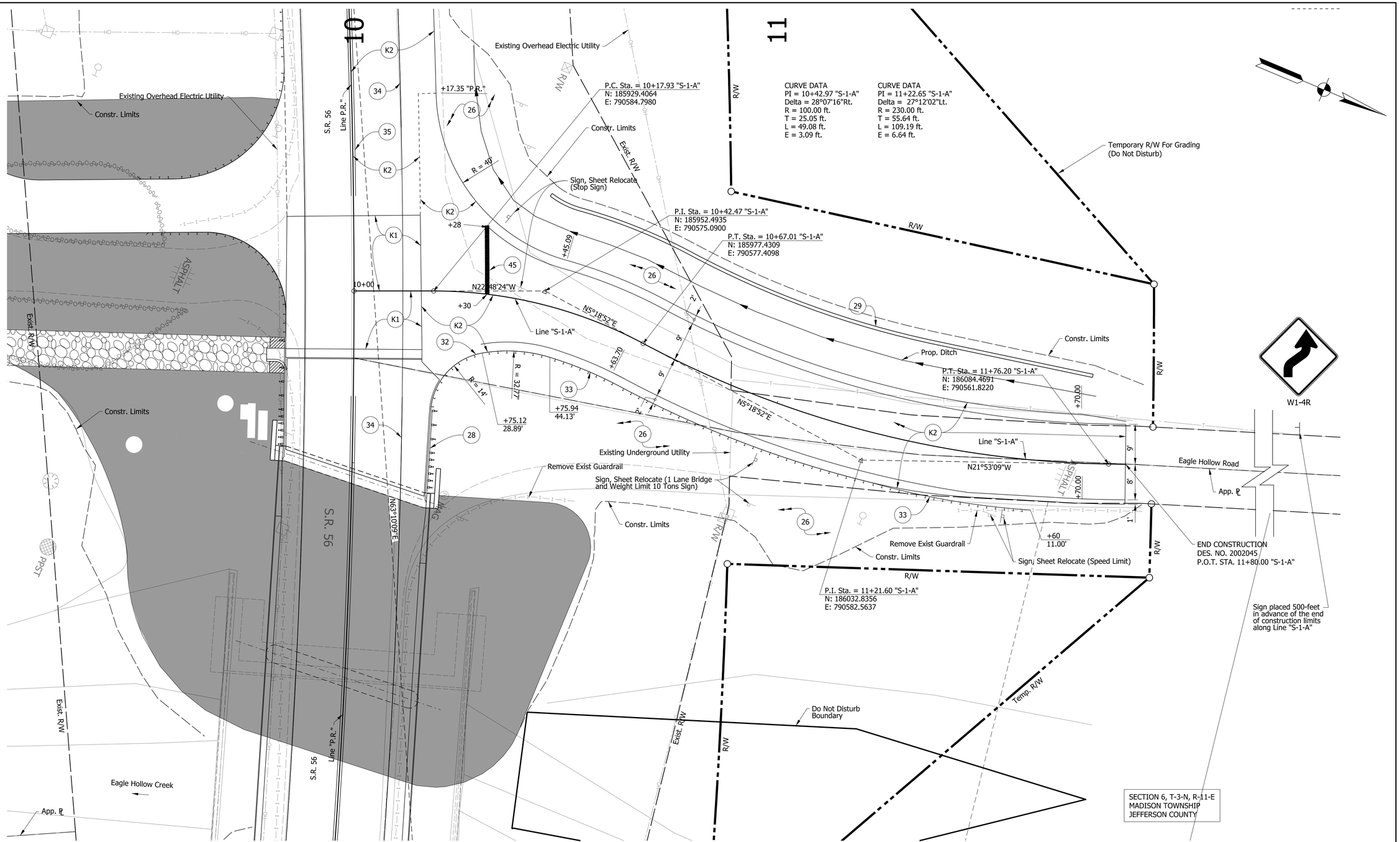
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=10'	056-39-10753
VERTICAL SCALE	DESIGNATION
N/A	2002045

DWG. NO.	SHEET
CD-04	14 of 81
CONTRACT	PROJECT
B-43297	2002045

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4/23/2025 10:54:44 am
model:Sheet3
file: \\nvw901\89projects\75076 asi ind\t-s bridges\1010 sr 56 bridge 2002045\00 cadd\cds\75076-1010-rd-s-cd01.dgn



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CHS DRAWN: CHS

CHECKED: ADR CHECKED: ADR

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

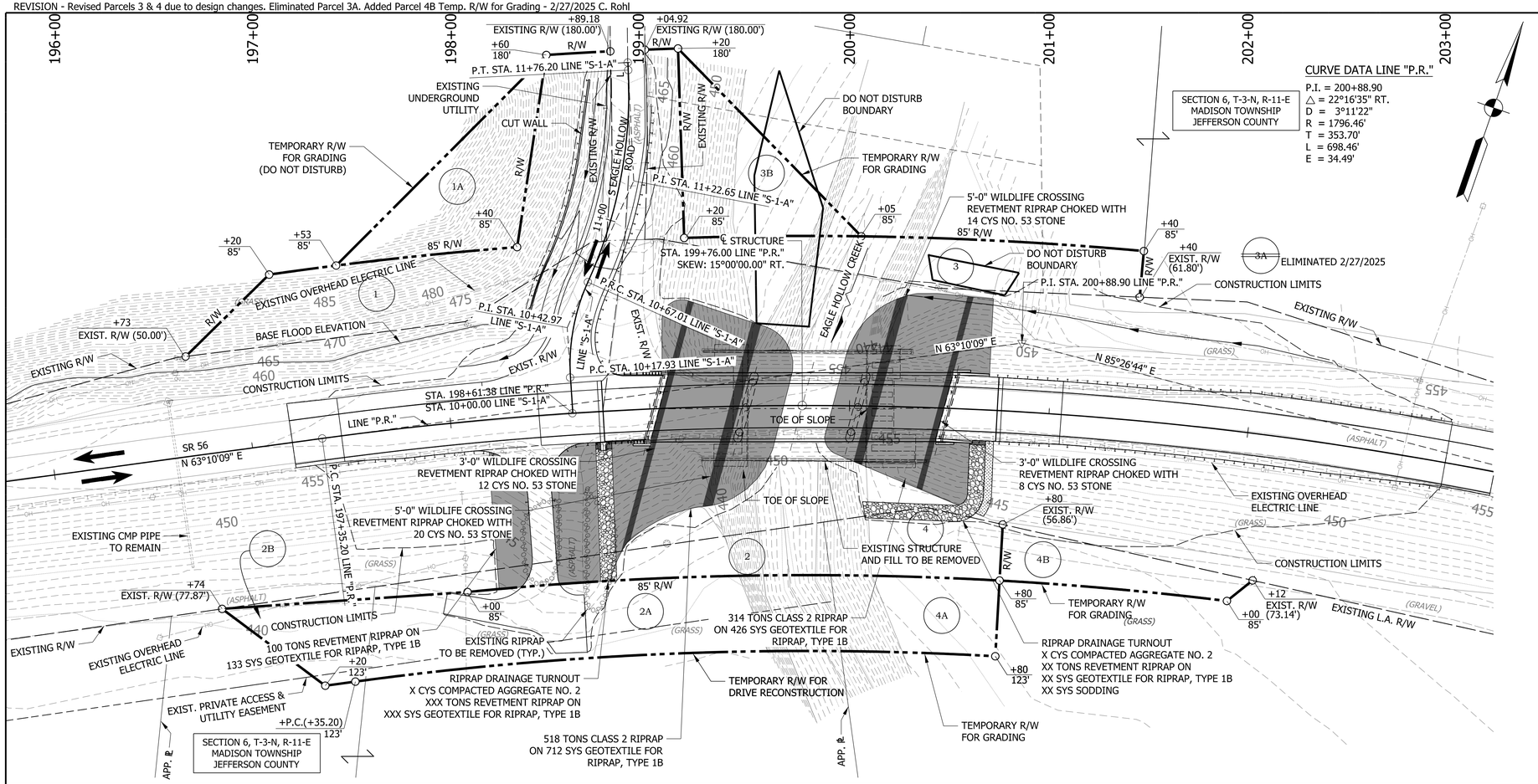
HORIZONTAL SCALE	BRIDGE FILE
1"=10'	056-39-10753
VERTICAL SCALE	DESIGNATION
N/A	2002045

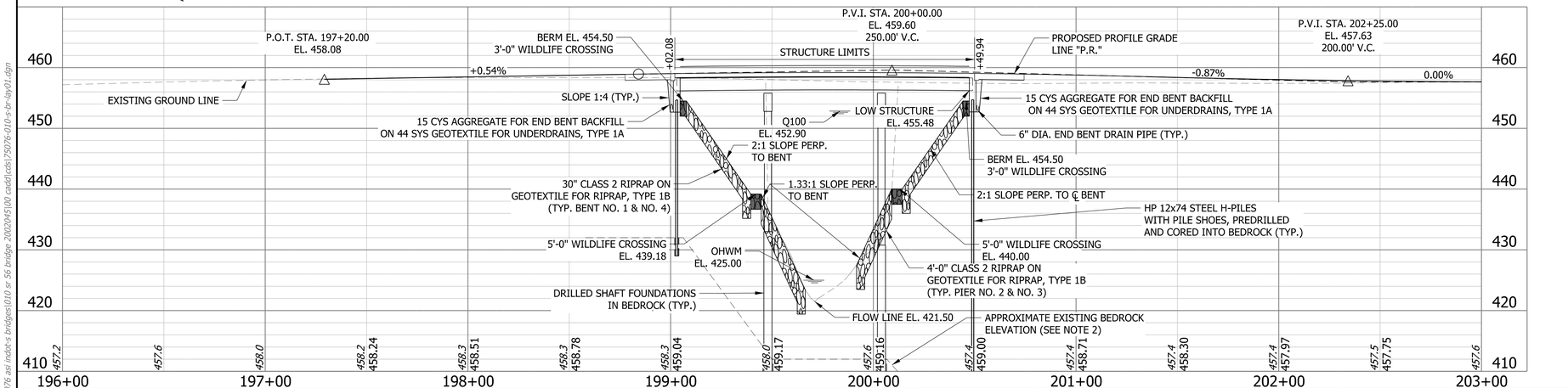
DWG. NO.	SHEET
CD-05	15 of 81
CONTRACT	PROJECT
B-43297	2002045

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4/23/2025 10:54:46 am
model:Sheet4
file: \\Indot\i3$\projects\75076 a asi \ndot-s bridges\010 sr 56 bridge 2002045\00 cad\[cds\75076-010-rd-s-cd01.dgn

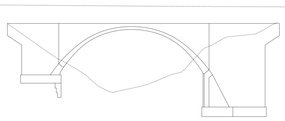
REVISION - Revised Parcels 3 & 4 due to design changes. Eliminated Parcel 3A. Added Parcel 4B Temp. R/W for Grading - 2/27/2025 C. Rohl

LA CODE: 7667





EXISTING STRUCTURE



THE EXISTING STRUCTURE WAS BUILT IN 1930. THE STRUCTURE IS A SINGLE SPAN REINFORCED CONCRETE ARCH WITH ZERO SKEW. THE STRUCTURE HAS A CLEAR SPAN OF 60'-0, A RISE OF 18'-6", AND A WIDTH OF 55'-0" FROM SPANDREL WALL TO SPANDREL WALL. THE EXISTING CLEAR ROADWAY WIDTH IS 28'-0". THE EXISTING STRUCTURE IS TO BE REMOVED. PLANS FOR THE EXISTING BRIDGE ARE ON FILE IN THE RECORDS UNIT OF THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE 056-39-00092.

HYDRAULIC DATA

WATERWAY OPENING REQUIRED	1996.49	SFT
WATERWAY OPENING PROVIDED	1997.43	SFT
DRAINAGE AREA	3.38	SQ MI
DESIGN DISCHARGE, Q100	2,700	CFS
VELOCITY	12.76	FT/S
Q100 ELEV.	452.90	FT
Q100 HEADWATER ELEV.	452.91	FT
BACKWATER AT Q100 WITH BACKUP FROM OHIO RIVER	0.03	FT
EXISTING WATERWAY OPENING	1023.97	SFT
EXISTING BACKWATER WITH BACKUP FROM OHIO RIVER	0.17	FT
MIN. LOW STRUCTURE ELEV. REQ.	454.90	FT
EXISTING LOW STRUCTURE ELEV.	449.09	FT

HYDRAULIC SCOUR DATA

Q100 DISCHARGE	2,700	CFS
Q100 ELEV.	452.90	FT
VELOCITY AT Q100 (MAX.)	16.35	FT/S
SCOUR DEPTH (CONTRACTION)	12.95	FT
SCOUR DEPTH (TOTAL)	16.39	FT
FLOW LINE ELEV.	421.50	FT
LOW SCOUR ELEV.	405.11	FT
Q500 DISCHARGE	3,780	CFS
Q500 ELEV.	452.90	FT
VELOCITY AT Q500 (MAX.)	17.86	FT/S
SCOUR DEPTH (CONTRACTION)	13.06	FT
SCOUR DEPTH (TOTAL)	17.03	FT
FLOW LINE ELEV.	421.50	FT
LOW SCOUR ELEV.	404.47	FT

NOTES:

1. HYDRAULIC DATA AND HYDRAULIC SCOUR DATA ARE PROVIDED FOR EAGLE HOLLOW CREEK. SR 56 OVERTOPS IN A Q100 EVENT FOR THE OHIO RIVER.
2. BEDROCK ELEVATION VARIES SIGNIFICANTLY PERPENDICULAR TO THE ALIGNMENT. SEE GEOTECHNICAL REPORT FOR APPROXIMATE BEDROCK ELEVATIONS.

EARTHWORK TABULATION

FILL + 25%	2135 CYS
COMMON EXCAVATION	3580 CYS
USABLE COMMON EXCAVATION	895 CYS
BORROW	1240 CYS
TOTAL EXCAVATION, X	25 CYS
TOTAL EXCAVATION, WET	310 CYS
TOTAL EXCAVATION, DRY	510 CYS
* BENCHING	1280 CYS

* NO DIRECT PAYMENT FOR BENCHING.

CONTINUOUS COMPOSITE STEEL BEAM BRIDGE
3 SPANS: 45'-0", 56'-0", 45'-0"
SKEW: 15°00'00" RT.
31'-9" CLEAR ROADWAY
SR 56 OVER EAGLE HOLLOW CREEK
JEFFERSON COUNTY

NOTE TO REVIEWER

QUANTITIES WILL BE REFINED AND UPDATED FOR FUTURE SUBMISSIONS

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: NIK DRAWN: CLF

CHECKED: TMB CHECKED: KGR

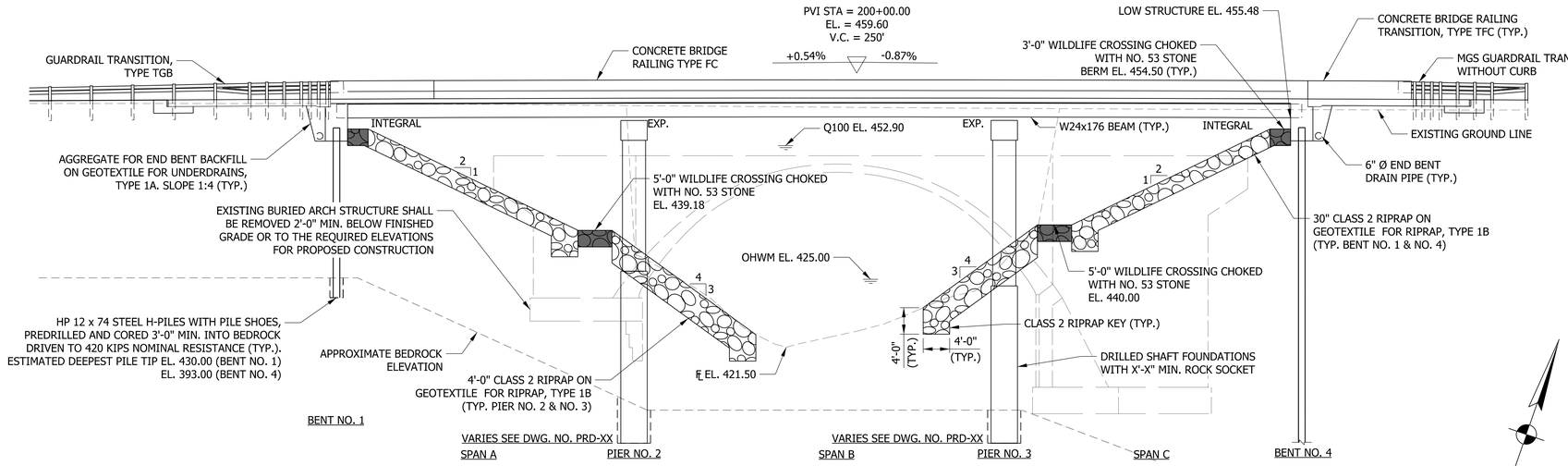
INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT

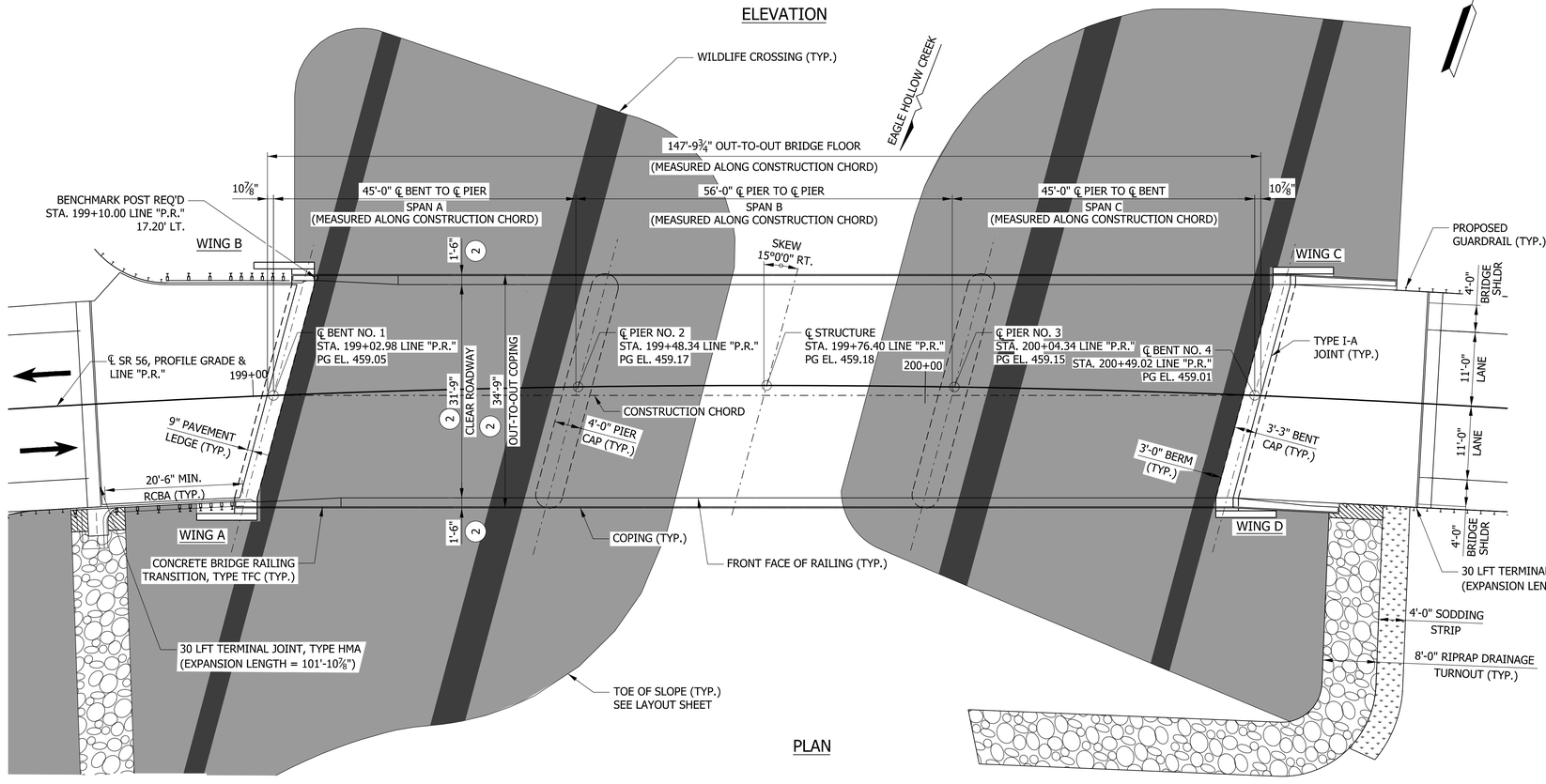
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	056-39-10753
VERTICAL SCALE	DESIGNATION
1"=10'	2002045
DWG. NO.	SHEET
LAY-01	15 of 17
CONTRACT	PROJECT
B-43297	2002045

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STRUCTURE TO BE BUILT ON A 250' VERTICAL CURVE



ELEVATION



PLAN

NOTE TO REVIEWER

THE BRIDGE MIDDLE ORDINATE EXCEEDS THE 1'-0" SHOWN IN IDM FIGURE 402-6I; HOWEVER, IT IS MORE ECONOMICAL TO USE A STRAIGHT OUT-TO-OUT BRIDGE WIDTH WITH STRAIGHT BEAMS AND CONSTANT OVERHANG DIMENSIONS.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: NIK DRAWN: NIK

CHECKED: TMB CHECKED: TMB

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=10'	056-39-10753
VERTICAL SCALE	DESIGNATION
1"=10'	2002045

DWG. NO.	SHEET
PLN-01	25 of 81
CONTRACT	PROJECT
B-43297	2002045

GENERAL NOTES

REINFORCING BAR COVER SHALL BE 2½" MIN. ON TOP AND 1" MIN. ON BOTTOM OF DECK SLABS, 3" MIN. IN FOOTINGS EXCEPT BOTTOM BARS, WHICH SHALL BE 4" MIN., AND 2" MIN. IN ALL OTHER PARTS, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS AND ELEVATIONS ARE IN FEET (FT), UNLESS NOTED OTHERWISE.

CONCRETE IN FLOOR SLABS AND DIAPHRAGMS SHALL BE CONCRETE, C, SUPERSTRUCTURE AND CONCRETE IN BARRIER AND END BENTS SHALL BE CLASS "C".

ALL OF THE EXPOSED FACES OF THE BARRIERS AND BARRIER TRANSITIONS SHALL RECEIVE SURFACE SEAL (EST. 2,090 SFT).

DESIGN DATA

LIVE LOAD
SUPERSTRUCTURE AND SUBSTRUCTURE DESIGNED FOR HL-93 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

DEAD LOAD
DESIGNED FOR ACTUAL DEAD LOAD PLUS 35 PSF FOR FUTURE WEARING SURFACE AND 15 PSF FOR PERMANENT, STAY-IN-PLACE METAL DECK FORMS.

FLOOR SLAB
DESIGNED FOR A 7½" STRUCTURAL DEPTH PLUS ½" SACRIFICIAL WEARING SURFACE.

SEISMIC DESIGN DATA

SEISMIC PERFORMANCE ZONE	=	1
ACCELERATION COEFFICIENT (PGA)	=	0.064
SEISMIC SOIL PROFILE TYPE	=	SITE CLASS C

DESIGN STRENGTHS

STRUCTURAL STEEL (ASTM A709 GR. 50W)	Fy	=	50,000 psi
CLASS "C" CONCRETE	f'c	=	4,000 psi
CLASS "A" CONCRETE	f'c	=	3,500 psi
REINFORCING BARS	fy	=	60,000 psi

CONSTRUCTION LOADING

THE EXTERIOR BEAM 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 BEAM. THE FINISHING MACHINE WAS ASSUMED TO BE SUPPORTED 6 IN. PAST THE EDGE OF THE VERTICAL COPING FORM. THE BOTTOM OVERHANG BRACKETS WERE ASSUMED TO BE BRACED AGAINST THE INTERSECTION OF THE BEAM BOTTOM FLANGE AND WEB.

DECK FALSEWORK LOADS:
DESIGNED FOR 15 PSF FOR PERMANENT, STAY-IN-PLACE METAL DECK FORMS, REMOVABLE 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:
4500 LB DISTRIBUTED OVER 10 FT ALONG THE COPING.

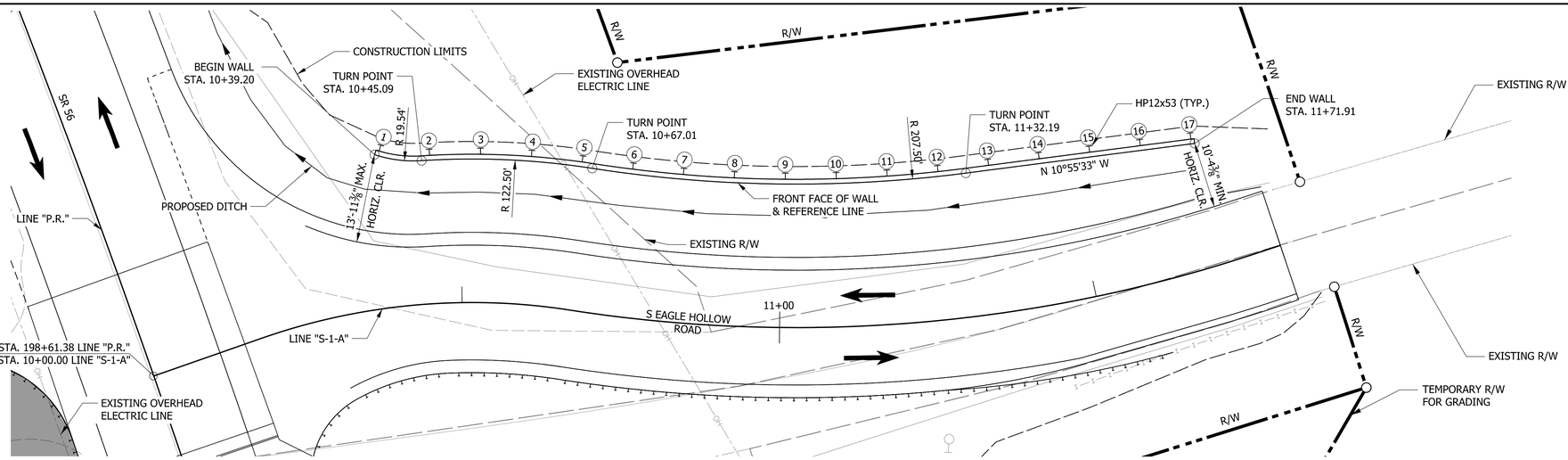
WIND LOAD:
STRUCTURE DESIGNED FOR 70 MPH HORIZONTAL WIND LOADING IN ACCORDANCE WITH AASHTO LRFD 3.8.1.

LEGEND

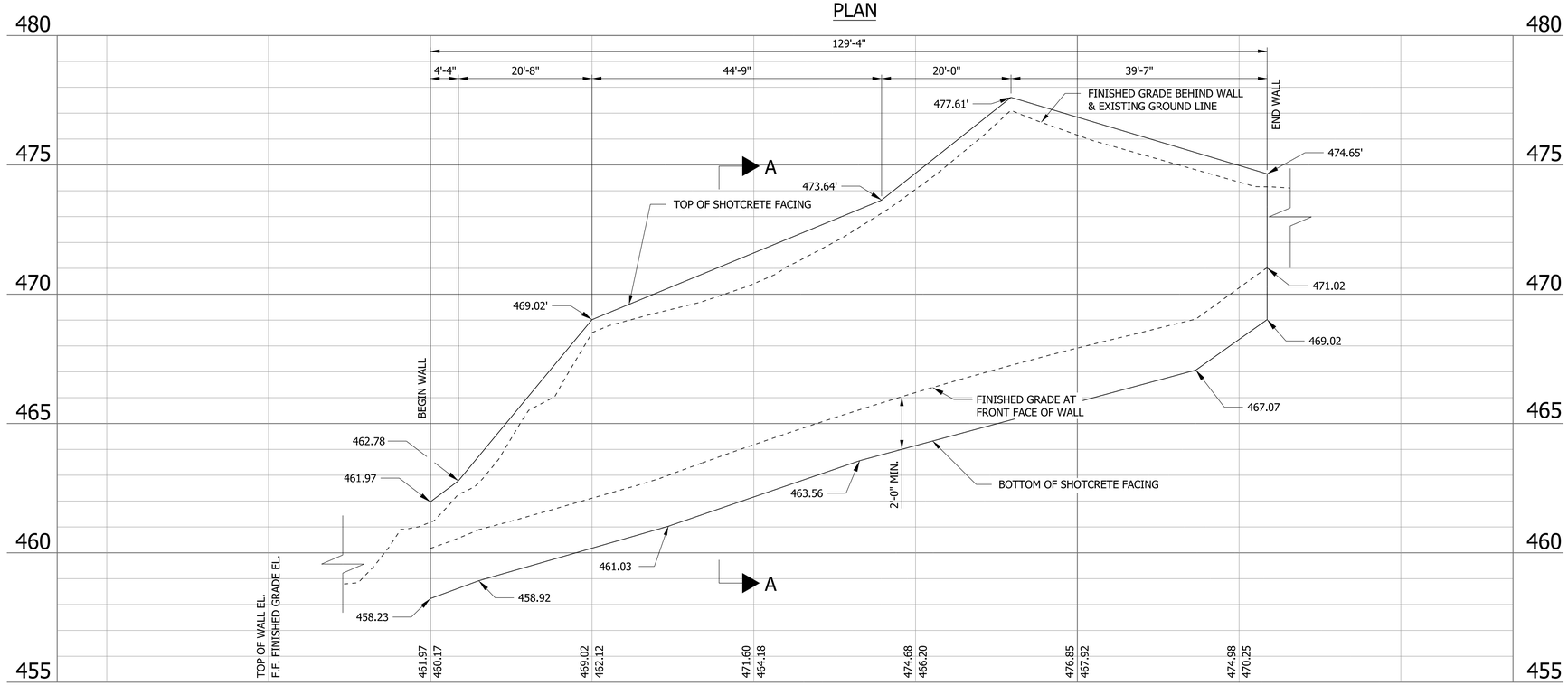
- (1) MEASURED RADIAL TO LINE "P.R."
- (2) MEASURED PERPENDICULAR TO CONSTRUCTION CHORD.
- REVETMENT RIPRAP
- CLASS 2 RIPRAP
- WILDLIFE CROSSING

CONTINUOUS COMPOSITE
STEEL BEAM BRIDGE
3 SPANS: 45'-0", 56'-0", 45'-0"
SKEW: 15°00'00" RT.
31'-9" CLEAR ROADWAY
SR 56 OVER EAGLE HOLLOW CREEK
JEFFERSON COUNTY

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4/23/2025 10:59:04 am
model: Plan view
file: \\indot\d309projects\75076.esl indot-s bridges\010 sr 56 bridge 2002045\00 cadd\cds\75076-010-s-br-pln01.dgn



PLAN



ELEVATION

VERTICAL GRID LINES SPACED AT 25 FT. INTERVALS
(LOOKING AT F.F. WALL)

NOTES:

1. FOR SECTION A-A AND PILE SUMMARY TABLE, SEE DWG. NO. WLD-02.
2. ALL STATIONS AND OFFSETS ARE DESCRIBED FROM LINE "S-1-A".
3. ALL STATIONS, OFFSETS, AND DIMENSIONS ARE MEASURED ALONG THE FRONT FACE OF THE WALL.
4. CAULKED CONTROL JOINTS SHALL BE SPACED AT 24 FT. MAX.
5. SHOTCRETE FACING SHALL HAVE A HAND TROWEL FINISH.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: NIK DRAWN: NIK

CHECKED: TMB CHECKED: TMB

INDIANA
DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'-0"	056-39-10753
VERTICAL SCALE	DESIGNATION
1" = 2'-6"	2002045

DWG. NO.	SHEET
RWD-01	27 of 81
CONTRACT	PROJECT
B-43297	2002045

cftts
4/22/2025 11:00:02 am
model: Plan View
file: n:\75076 asi indot-s bridges\010 sr 56 bridge 2002045\00 cadd\cds\75076-010-s-br-rwd01.dgn

Categorical Exclusion

Appendix C: Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT-4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

Sample Early Coordination Letter

August 15, 2022

Early Coordination Mailing List

Re: Early Coordination Letter
Des. No. 2002045
SR 56 over Eagle Hollow Creek, Bridge Project
Jefferson County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the structure (INDOT Bridge No. 056-39-00092) carrying State Road (SR) 56 over Eagle Hollow Creek, 1.89 miles east of US 421, in Jefferson County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed 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 effects.

Project Location: This project is located on SR 56, 1.89 miles east of US 421, in Madison Township, in a rural portion of Jefferson County, near the Ohio River. More specifically, the project is located in Section 6, Township 3 North, Range 11 East.

Existing Conditions: SR 56 throughout the project corridor is a two-lane Rural Minor Arterial. On the bridge, the lane widths are approximately 11 feet, with shoulders approximately three feet wide. The speed limit is 55 miles per hour (mph). Existing right-of-way varies from approximately 40 feet to 70 feet on either side of the centerline of SR 56. There are no defined roadside ditches.

INDOT Bridge Number 056-39-00092 (NBI 020350) is a single-span reinforced concrete arch structure that was built in 1930. The bridge is 62 feet long and the deck is 28 feet wide. The structure is rated a 5 out of 9 (Moderate to major deterioration). The bridge is included in INDOT's listing of non-historic bridges.

Purpose and Need: The project need is based on the current condition of the structure. The arch rings have cracking, straining, and efflorescence. The barrel has cracking in several places, including four large longitudinal moderate cracks with efflorescence and staining running the width of the barrel. The purpose of this project is to provide vehicular crossing of SR 56 over Eagle Creek while maintaining adequate hydraulic capacity.

Proposed Project:
The proposed project will replace the existing structure with a new structure, currently anticipated to be a 33-foot wide, three-span bridge supported by integral end bents and wall piers, both on steel piles. The approach roadway will be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated in order to avoid conflict with the new bridge. A retaining wall is also anticipated along this realignment due to the elevation differences in the area. Tree clearing will be required.

Right-of-Way: Approximately three acres of additional permanent right-of-way is anticipated for the project.

Maintenance of Traffic (MOT): Maintenance of traffic for this project will be accomplished by utilizing a road closure and detour.

Surrounding Resources: The area surrounding the project is predominantly forest, with some recreational and commercial land use. It is located within the karst region of the state, as well as within the floodplain of the Ohio River and floodway of Eagle Hollow Creek.

A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project is expected to qualify for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Susan Harrington, of HNTB Corporation, at sharrington@hntb.com or 317-917-5233. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Susan Harrington, of HNTB Corporation, at sharrington@hntb.com or 317-917-5233; or Terry Summers, INDOT Project Manager, at tsummers@indot.in.gov or 812-524-3749. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Susan Harrington

Susan Harrington
Environmental Planner V

Attachments: Project Location Map
Project Aerial Map
USGS 7.5 Minute Topographic Quadrangle Map
Photo Location Map and Project Photographs

Attachments were removed to avoid duplication. Graphics can be found in Appendix B.

Cc: Terry Summers, INDOT Project Manager
Angela Pearl, HNTB
Kate Williams, HNTB

Environmental Consultation List

The ECL was also sent to the US Fish & Wildlife Service, the US Coast Guard, and the IDEM Groundwater Section on August 15, 2022.

INDOT EWPSO was not included in this ECL mailing. Please see page 18 of this appendix for INDOT EWPSO coordination.

Federal

Erica Tait, Federal Highway Administration
Midwest Regional Office, National Park Service
Chicago Regional Office, US Department of Housing & Urban Development
John Allen, Natural Resources Conservation Service
Deborah Snyder, US Army Corps of Engineers, Regulatory Branch
US Forest Service, Hoosier National Forest

State

Jay Turner and Randy Braun, Indiana Department of Environmental Management
Indiana Geological and Water Survey (Via Web Form)
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish and Wildlife
David Dye, Indiana Department of Transportation, Seymour District Office
Anthony Ross, Indiana Department of Transportation, Environmental Services Division

Local

Josh Cline, Jefferson County Floodplain Administrator
Mike Pittman, Jefferson County Surveyor
David Thomas, Jefferson County Sheriff
Robert Little, Jefferson County Commissioner
Pam Crozier, Jefferson County Council
Robert Phillips, Jefferson County Highway Department
Dr. Teresa Brown, Madison Consolidated Schools Superintendent
Troy Morgan, Jefferson County Emergency Management Agency
Eagle Hollow Marina

United States Department of Agriculture
Farm Production and Conservation
Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

August 29, 2022

Daniel Curtis
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Mr. Curtis:

The proposed Bridge Project in Jefferson County, Indiana (Des. No. 2002045), as referred to in your letter received August 15, 2022, will cause a conversion of prime farmland.

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

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

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2022.08.29 16:01:35 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosure

USDA is an equal opportunity provider, employer, and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request	
Name of Project DES2002045_SR56 over Eagle Hollow C	Federal Agency Involved	
Proposed Land Use	County and State Jefferson County, Indiana	
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 8/15/22	Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑	NO ☐	Acres Irrigated	Average Farm Size
				156 ac

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount of Farmland As Defined in FPPA
Corn	Acres: 183704 % 79	Acres: 131586 % 57

Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS
LESA		8/29/22

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.65			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	1.50			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.17			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	98			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	34			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	5			
2. Perimeter In Non-urban Use	(10)	9			
3. Percent Of Site Being Farmed	(20)	0			
4. Protection Provided By State and Local Government	(20)	20			
5. Distance From Urban Built-up Area	(15)	10			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	10			
TOTAL SITE ASSESSMENT POINTS	160	64	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	34	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	64	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	98	0	0	0

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

Reason For Selection:

The preferred alternative meets the purpose and need with minimal impacts.

Name of Federal agency representative completing this form:	Date:

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

THIS IS NOT A PERMIT

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

DNR #: ER-24937 **Request Received:** August 15, 2022

Requestor:
HNTB Corporation
Susan Harrington
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: SR 56 bridge (#056-39-00092) replacement over Eagle Hollow Creek, 1.89 miles east of US 421; Des #2002045

County/Site info: Jefferson

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

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

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

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

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

1) Crossing Structure & Wildlife Passage:
Maintaining or improving fish and wildlife passage at existing or proposed crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The DFW has outlined different requirements for different types of crossing structure impacts. For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 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 stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is

Attachments: A - Bridge Exemption Criteria

encouraged whenever possible to improve wildlife/vehicle safety.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. 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/ccrc/tool/fishxing-fish-passage-learning-systems,
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.

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.

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

Where hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats or other similar smooth-surfaced materials as these materials will not impair wildlife movement. Poured concrete or grouted riprap is not an acceptable type of smooth-surfaced material.

Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering and other bank stabilization techniques:
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.

Attachments: A - Bridge Exemption Criteria

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

4) Karst Features:
INDOT's karst protection procedures should be followed during all phases of the project, which can be found at https://www.in.gov/indot/engineering/files/KARST-PROTECTION-and-INDOT-Construction-7.15.2021.pdf.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 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 excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. 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.
9. 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.
10. 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,

Attachments: A - Bridge Exemption Criteria

biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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

Christie L. Stanifer **Date:** September 14, 2022

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

Attachments: A - Bridge Exemption Criteria

Organization and Project Information

Project ID:
Des. ID: 2002045
Project Title: SR 56 over Eagle Hollow Creek Bridge Replacement
Name of Organization: HNTB
Requested by: Christina Lindstrom

Environmental Assessment Report

1. Geological Hazards:
    - Potential Karst
    - High liquefaction potential
    - Floodway
2. Mineral Resources:
    - Bedrock Resource: Low Potential
    - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
    - Abandoned Industrial Minerals Quarries

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

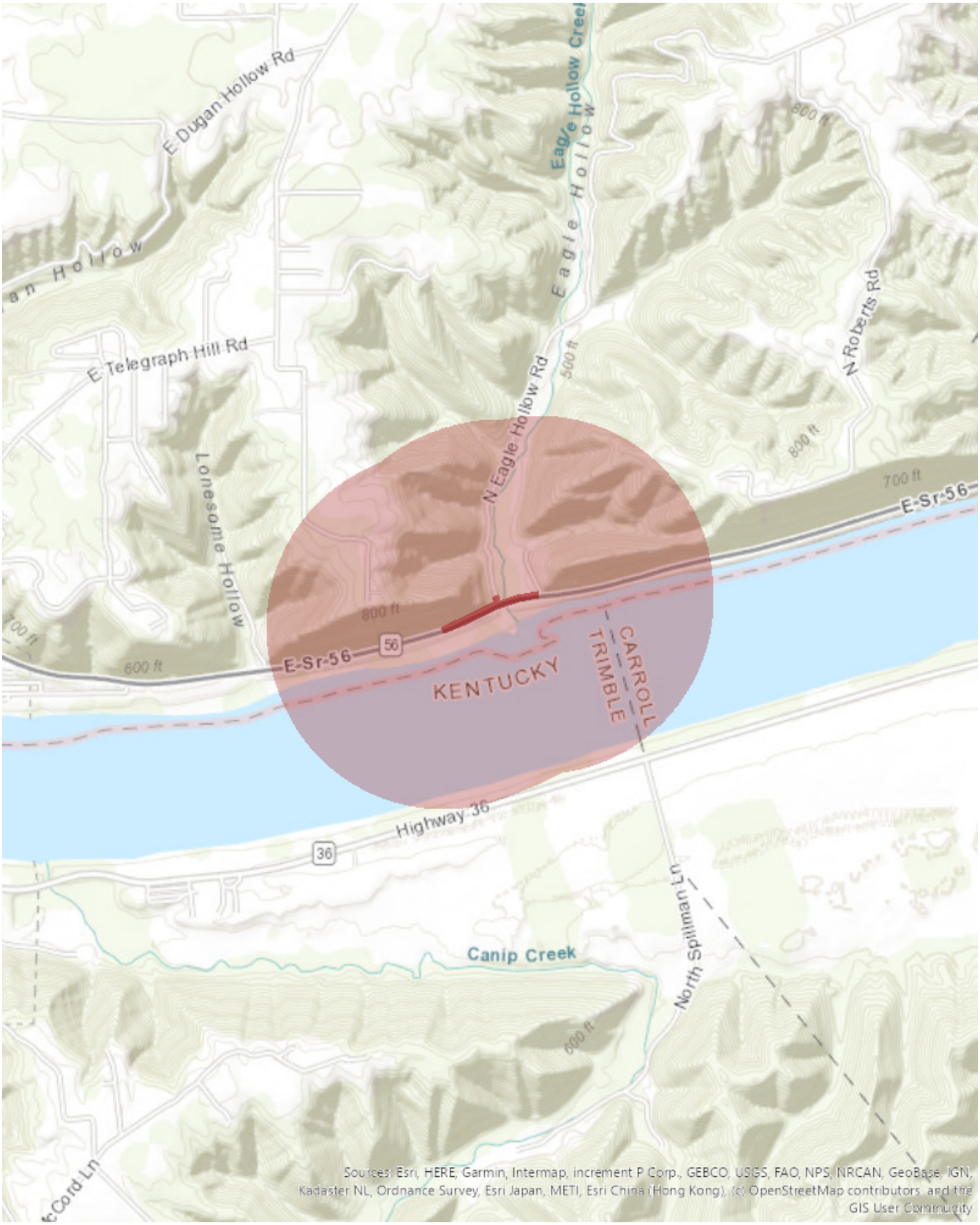
DISCLAIMER:

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: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: December 04, 2023

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INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.
100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Brian C. Rockensuess
Commissioner

August 30, 2022

HNTB CORPORATION
Attention: Susan Harrington
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Dear Susan Harrington:

Re: Wellhead Protection Area
Proximity Determination
Des No 2002045
SR 56 over Eagle Hollow Creek, Bridge Project
Jefferson County, Indiana

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

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

In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to https://www.in.gov/idem/cleanwater/pages/wellhead/ and use the instructions at the bottom of the page.

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

Sincerely,

Alisha Turnbow

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

Susan Harrington

From: Walker, Michael O CIV (USA) <Michael.O.Walker2@uscg.mil>
Sent: Wednesday, August 17, 2022 1:26 PM
To: Susan Harrington
Cc: Jason Schade; Washburn, Eric A CIV USCG D8 (USA); Orzechowski, David A CIV USCG D8 (USA); Stanifer, William B CIV DHS (USA); Soule, Lee D CIV USCG D9 (USA); Kate Williams; tsummers@indot.in.gov
Subject: RE: INDOT Early Coordination Letter - SR56 over Eagle Hollow Creek Des 2002045 - Jefferson County

Good Afternoon, Mr. Curtis:

Thanks for sending this to us. However, this will need to be handled by the Eighth Coast Guard District's Bridge Branch out of St. Louis. I'm copying our colleagues in that office on this e-mail.

Please note that the Ninth District – our office - covers the following counties in Northern Indiana for purposes of environmental Review:

All Environmental Reviews: Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Stueben, DeKalb, Noble, Kosciusko, Marshall, Starke

Dependent Upon Location of Project in County : Newton, Jasper, Pulaski, Fulton, Whitley, Allen

Thanks so much.

Very Respectfully,

Michael

Michael Odell Walker
Bridge Management Specialist
9th Coast Guard District (dpb)
1240 East Ninth Street
Cleveland, OH 44199-2001
Office: (216) 902-6087
Fax: (216) 902-6088
After-Hours Emergencies: (216) 902-6118
Office Hours: 0630 – 1500 ET M-F (except Federal Holidays)
michael.o.walker2@uscg.mil
https://www.dco.uscg.mil/Office-of-Bridge-Programs/
https://www.atlanticarea.uscg.mil/Our-Organization/District-9/Ninth-District-Staff/Prevention-Division/Bridge-Administration/

*Broadcast Notice to Mariners (BNM) are issued on VHF-FM Marine Channel 16/22
*Local Notice to Mariners (LNM) are posted at http://www.navcen.uscg.mil
*Report any oil spill, chemical release or maritime security incident to the Coast Guard National Response Center hotline at 1-800-424-8802 or http://www.nrc.uscg.mil
*Coast Pilot 6 can be downloaded free at: nauticalcharts.noaa.gov/publications/coast-pilot/index.html

Jefferson County Emergency Management Agency

Troy D. Morgan, Director

August 18, 2022

REQUEST DATE: 15 August 2022

RE: Early Coordination Letter, Des. No. 2002045, SR 56 over Eagle Hollow Creek Bridge Project, Jefferson County, Indiana

The Jefferson County Emergency Management Agency (Agency) has reviewed the material you supplied. The Agency has no concerns regarding this project. Please notify this office of any detours or closures associated with this project in advance, to aid us in maintaining continuity of Emergency Services in the affected area.

Regards,

CONTACT AUTHORITY:

Troy D. Morgan, Director
Jefferson County Emergency Management Agency
620 Green Road
Madison, IN 47250
812.265.7616 (Office)
812.265.8955 (Fax)

TDM

Susan Harrington

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, August 17, 2022 5:54 PM
To: tsummers@indot.in.gov; Susan Harrington; Kate Williams; Daniel Curtis
Cc: Jason Schade
Subject: Re: [EXTERNAL] INDOT Early Coordination Letter - SR56 over Eagle Hollow Creek Des 2002045 - Jefferson County

Dear Mr. Curtis,

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

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

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

The project is also within the range of the sheepnose mussel (*Plethobasus cyphyus*). Sheepnose mussels live in larger rivers and streams where they are usually found in shallow areas with moderate to swift currents that flow over coarse sand and gravel. However, they have also been found in areas of mud, cobble and boulders, and in large rivers they may be found in deep runs. There is a more recent record for the sheepnose mussel approximately three quarters of a mile upstream of the Eagle Hollow Creek confluence. If impacts are greater than 200 feet from the OHWM of the Ohio River, and no impacts to the Ohio River are expected, the project can use the 2013 USFWS Interim policy for species other than the Indiana and northern long-eared bats. Best management practices to control erosion and sedimentation are necessary to prevent any unexpected sediment loads from entering the Ohio River.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

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

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 47403
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Daniel Curtis <dacurtis@HNTB.com>
Sent: Monday, August 15, 2022 4:56 PM
To: tsummers@indot.in.gov <tsummers@indot.in.gov>
Cc: Kate Williams <klwilliams@HNTB.com>; Susan Harrington <sharrington@HNTB.com>; Jason Schade

INDOT EWPSO did not receive the ECL distributed to other agencies.

Christina Lindstrom

From: Burskey, Jacob L <JBurskey@indot.IN.gov>
Sent: Friday, December 8, 2023 10:13 AM
To: Susan Harrington
Cc: Curry, Jennifer; Bowman, Sandra A; Daniel Miller; Christina Lindstrom
Subject: RE: Karst Coordination - SR 56 over Eagle Hollow Creek - Des No 2002045
Attachments: USP DISCOVERY OF KARST FEATURES.pdf

Hi Susan,

At this time, EWPO does not recommend that a karst investigation be completed for this project. Based on a desktop review, there is no indication of the presence of subsurface karst features in the investigated area. EWPO does advise that the attached karst USP be added to the commitments database for this project in the event of discovery of potential features during construction.

Thanks

Jacob Burskey
Central Office (Seymour District Specialist)- Ecology, Waterway Permitting, & Stormwater Office
100 N Senate Ave, N758 – Environmental Services
Indianapolis, IN 46204-2216
Phone: 317-646-2266
Email: jburskey@indot.in.gov

From: Susan Harrington <sharrington@HNTB.com>
Sent: Tuesday, December 5, 2023 2:28 PM
To: Burskey, Jacob L <JBurskey@indot.IN.gov>
Cc: Curry, Jennifer <JCurry1@indot.IN.gov>; Bowman, Sandra A <SBowman@indot.IN.gov>; Daniel Miller <danmiller@HNTB.com>; Christina Lindstrom <clindstrom@HNTB.com>
Subject: Karst Coordination - SR 56 over Eagle Hollow Creek - Des No 2002045

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

Hello Jake,
We are working on a bridge replacement project in Jefferson County. The RFI (see attached) indicated that a portion of the project area is within a cave density area, and a sinkhole area is 0.25 mile northwest of the project. Coordination with INDOT Ecology and Waterway Permitting was recommended. Do we need any additional analysis regarding karst?
Thank you!
Susan

Susan Harrington
Environmental Planner V
Tel (317) 917-5233 **Cell** (317) 902-0672 **Email** sharrington@hntb.com

HNTB CORPORATION
111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | hntb.com

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: 07/16/2025 13:00:56 UTC
Project Code: 2022-0088182
Project Name: SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045

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 purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), 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.

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 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 Act.

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 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. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service. This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.

We appreciate your concern for threatened and endangered species. Federal agencies should

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.**

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a permit. A nest take permit is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's Wind Energy Guidelines. In addition, please refer to the Service's Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

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

PROJECT SUMMARY

Project Code: 2022-0088182
Project Name: SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045
Project Type: Bridge - Replacement
Project Description: The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the structure (INDOT Bridge No. 056-39-00092) carrying State Road (SR) 56 over Eagle Hollow Creek, 1.89 miles east of US 421, in Jefferson County, Indiana. More specifically, this project is located in Section 6, Township 3 North, Range 11 East.

Project activities include replacing the existing structure with a new 147.8-foot long, 34.75-foot-wide, 34-foot-rise, three-span, continuous composite steel beam bridge. The approach roadway will be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated in order to avoid conflict with the new bridge. A retaining wall is also anticipated along this realignment due to the elevation differences in the area. No evidence of bats was observed during the July 3, 2025, HNTB field investigation.

Approximately 0.5 acres of new, permanent right-of-way will be required for this project. There is suitable summer habitat within and adjacent to the project area. Approximately 0.7 acre of tree clearing will be required for this project. All tree clearing will take place within 100 feet of the existing roadway, and all clearing will take place during the inactive season. The dominant tree species which will be cleared include silver maple (Acer saccharinum), Eastern cottonwood (Populus deltoides), American sycamore (Platanus occidentalis), and black walnut (Juglans nigra). Mitigation for tree clearing is anticipated.

No permanent lighting will be installed; however, temporary lighting may be used during construction. A query of the USFWS Bat Database by INDOT Seymour District staff conducted on July 14, 2025, did not identify any documented sites within 0.5-mile of the project area. Work is anticipated to begin during the spring of 2031.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.7362263,-85.33844905951435,14z



Counties: Jefferson County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 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 Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

NAME	STATUS
Gray Bat *Myotis grisescens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

CLAMS

NAME	STATUS
Fanshell *Cyprogenia stegaria* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4822	Endangered
Pink Mucket (pearlymussel) *Lampsilis abrupta* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7829	Endangered
Sheepnose Mussel *Plethobasus cyphyus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6903	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: HNTB Corporation
Name: Victoria Veach
Address: 111 Monument Circle
City: Indianapolis
State: IN
Zip: 46204
Email viveach@hntb.com
Phone: 3176364682

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

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: 07/16/2025 17:22:03 UTC
Project code: 2022-0088182
Project Name: SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045 (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	NLAA
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO**. 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/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User's Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to

the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project 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 advise the lead Federal action agency to contact this Service Field Office

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

- Fanshell *Cyprogenia stegaria* Endangered
- Gray Bat *Myotis grisescens* Endangered
- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Pink Mucket (pearlymussel) *Lampsilis abrupta* Endangered
- Sheepnose Mussel *Plethobasus cyphyus* Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

SR 56 over Eagle Hollow Creek Bridge Project Des. No. 2002045

DESCRIPTION

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the structure (INDOT Bridge No. 056-39-00092) carrying State Road (SR) 56 over Eagle Hollow Creek, 1.89 miles east of US 421, in Jefferson County, Indiana. More specifically, this project is located in Section 6, Township 3 North, Range 11 East.

Project activities include replacing the existing structure with a new 147.8-foot long, 34.75-foot-wide, 34-foot-rise, three-span, continuous composite steel beam bridge. The approach roadway will be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated in order to avoid conflict with the new bridge. A retaining wall is also anticipated along this realignment due to the elevation differences in the area. No evidence of bats was observed during the July 3, 2025, HNTB field investigation.

Approximately 0.5 acres of new, permanent right-of-way will be required for this project. There is suitable summer habitat within and adjacent to the project area. Approximately 0.7 acre of tree clearing will be required for this project. All tree clearing will take place within 100 feet of the existing roadway, and all clearing will take place during the inactive season. The dominant tree species which will be cleared include silver maple (Acer saccharinum), Eastern cottonwood (Populus deltoides), American sycamore (Platanus occidentalis), and black walnut (Juglans nigra). Mitigation for tree clearing is anticipated.

No permanent lighting will be installed; however, temporary lighting may be used during construction. A query of the USFWS Bat Database by INDOT Seymour District staff conducted on July 14, 2025, did not identify any documented sites within 0.5-mile of the project area. Work is anticipated to begin during the spring of 2031.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.7362263,-85.33844905951435,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored 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 Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Northern long-eared bat?

   Automatically answered
   Yes

3. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

   Automatically answered
   Yes

4. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

   Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

   Automatically answered
   No

5. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

6. Is your project located within a karst area?

   No

7. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   Yes

8. Do your project's activities involve tree removal/trimming, temporary lighting, new/ additional permanent lighting, ground disturbance, percussives that involves noise/ vibration above existing background levels, vibrations, or slash pile burning?

   Yes

9. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

   Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

   Yes

10. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

    Note: See the Service's survey guidance https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html

    No

11. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

    Yes

12. Will any tree removal or trimming occur during the bat pup season?

    Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

    No

13. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

    Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    No

14. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

    Yes

15. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure?

    Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards.

    No

16. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

    Note: For the definition of lighting, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    Yes

17. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

    Yes

18. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

    Yes

19. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

    No

20. Will your project include percussive activities?

    Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

    Yes

21. Are the percussive activities only related to tree removal/trimming or bridge/culvert structural work?

    Yes

22. Will the project include **bridge** removal, replacement, and/or alteration activities?

    Yes

23. Has a Bridge Bat Assessment been conducted **within the last 24 months** to determine if the bridge is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

    Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

    SUBMITTED DOCUMENTS

    - *Des 2002045 SR 56 over Eagle Hollow USFWS Bat Inspection.pdf https://ipac.ecosphere.fws.gov/project/GBHAJOVCMREUBPI3FWVA5YIJV4/projectDocuments/164561470*

24. Please select one of the following results of the Bridge Bat Assessment:

    c) *Indicates the* ***absence*** *of Indiana bats, NLEBs, or TCBs roosting in/under the bridge (no bats, guano, etc.)?*

25. Does the project include **culvert** removal, replacement, and/or alteration activities?

    No

26. Does the project include **structure** removal, replacement, and/or alteration activities?

    No

27. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?

    No

28. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?

    No

29. Will the removal or trimming of these trees occur during the active season?

    No

30. Will the removal or trimming of trees occur **beyond 100 feet** of the existing road/rail surfaces?

    No

31. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    Yes

32. Does the Action Area intersect the species list area of the northern long-eared bat (NLEB)?

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?

   No

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

   Yes

3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.7

4. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season **(outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

5. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season **(trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

8. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

9. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0

10. Please enter the date of the bridge assessment.

    July 3, 2025

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1
Direct temporary lighting away from suitable habitat during the active season

TRTAMM1
Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2
Ensure tree removal/trimming 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 removal/trimming to ensure contractors stay within clearing limits

TRTAMM3
Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/ rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB

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

This key was last updated in IPaC on July 16, 2025. 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) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: David Dye
Address: 185 Agrico Lane
City: Seymour
State: IN
Zip: 47274
Email ddye@indot.in.gov
Phone: 8125243723

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: July 3, 2025/ 2:00 PM	DOT Project Number: Des 2002045, Contract B-43297	Route/Facility Carried: SR 56	County: Jefferson
Federal Structure ID: 020350	Structure Coordinates (latitude and longitude): 38.73628, -85.33839	Structure Height (approximate): 25 feet	Structure Length: 62 feet

Structure Type (check one)

Bridge Construction Style

○ Cast-in-place		○ Pre-stressed Girder	
○ Flat Slab/Box		○ Steel I-beam	
○ Truss		○ Covered	
○ Parallel Box Beam		◉ Other: Reinforced Concrete Arch	

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☒ None	☒ Concrete
☒ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ◉ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

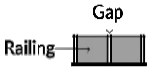
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☒ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ 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)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Crack between concrete railings on top of the bridge deck 	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Xander Fay

Signature: 

No bats or birds or signs of bats or birds were observed in or on the structure during the July 3, 2025 inspection.

Victoria Veach

From: Dye, David <DDYE@indot.IN.gov>
Sent: Monday, July 14, 2025 12:22 PM
To: Victoria Veach
Cc: thelwig@indot.in.gov; rkale@indot.in.gov; skindred@indot.in.gov; gmazitova@indot.in.gov; Wessel, Roger
Subject: FW: Des 2002045, SR 56 over Eagle Hollow

Follow Up Flag: Follow up
Flag Status: Flagged

External Email: Use caution when clicking on links, replying, or opening attachments.

Hi Victoria,

See the database lookup from Tyler below. I asked USFWS about the mussels, and this is their response:

The records we have are in the Ohio River. We do not show fanshell or pink mucket in that part of the Ohio River. Sometimes IPAC will include KY mussels since the river is the state line, and they include a few more mussels on their list than we do overall; still, I do not see any records for fanshell or pink mucket in the project area. I think you can say NE for those two. There is a sheepnose record not too far upstream of the Eagle Hollow Creek confluence. How much instream work will occur? If the project can avoid impacts to the Ohio River (not release sediment, construction debris/materials, increase erosion of Eagle Hollow Creek, etc.) and minimize impacts to Eagle Hollow Creek using standard BMPs. Looking at Google Earth, it doesn't appear that Eagle Hollow Creek is very suitable for mussels. It looks to be somewhat incised and run low in the fall and flood in the spring. I believe a NLAA would be appropriate for the sheepnose on this project. You can write up a short email or letter with the determination and supporting info and request our concurrence.

So let's use the informal consultation template to provide them with project and other information they requested for the sheepnose. Send it to me and I'll forward.

Dave

From: Wick, Tyler K <TWick@indot.IN.gov>
Sent: Friday, July 11, 2025 11:12 AM
To: Dye, David <DDYE@indot.IN.gov>
Subject: RE: Des 2002045, SR 56 over Eagle Hollow

I have conducted a check of the USFWS confidential bat database for **Des No. 2002045**, and the results are stated below.

A review of the USFWS database **did not** indicate the presence of endangered bat species within 0.5 mile of the project area. Additional investigation to confirm the presence or absence of bats in or on any culverts, bridges or structures affected by the project will be necessary. The Range-wide Programmatic Consultation for the Indiana bat and Northern long-eared bat will be completed according to the most

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

November 4, 2025

Excerpt
Attachments have been removed to avoid duplication.

Robin McWilliams-Munson
U.S. Fish and Wildlife Service
Bloomington Field Office
620 South Walker Street
Bloomington, Indiana 46403

Re: Standard Consultation for the Sheepnose Mussel
Des. No. 2002045
State Road (SR) 56 over Eagle Hollow Creek Bridge Replacement Project

Dear Ms. McWilliams-Munson:

The Indiana Department of Transportation (INDOT), acting on behalf of Federal Highway Administration (FHWA), is submitting this letter for standard consultation for one federally endangered mussel species: the sheepnose mussel (*Plethobasus cyphyus*).

Existing Project Conditions

The INDOT, with funding from FHWA, intends to proceed with a project involving the bridge carrying SR 56 over Eagle Hollow Creek in Madison Township, Jefferson County, Indiana. The project is located approximately 1.89 miles east of United States (US) 421 in Section 6, Township 3 North, Range 11 East as shown on the Madison East, Indiana United States Geological Survey (USGS) topographic quadrangle. Please see Attachment Pages 1-3 for project area graphics.

INDOT Bridge Number 056-39-00092 (National Bridge Inventory (NBI) Number 020350) is a single-span, 62-foot-long, 55-foot-wide reinforced concrete arch structure. The existing bridge exhibits moderate to major deterioration, including cracking, staining, and efflorescence throughout the structure. The August 19, 2024, INDOT Bridge Inspection Report gave the existing structure a condition rating of 5 (fair condition) out of 9 (excellent condition). The area surrounding the bridge is primarily forest, with some recreational and commercial land use. Dominant tree species in the project area include silver maple (*Acer saccharinum*), Eastern cottonwood (*Populus deltoides*), American sycamore (*Platanus occidentalis*), and black walnut (*Juglans nigra*). The project is located within the floodplain of the Ohio River, which is located approximately 285 feet south of the project bridge. The project is located within the floodway of Eagle Hollow Creek (Attachment Page 5).

Proposed Improvements

Project activities include replacing the existing bridge carrying SR 56 over Eagle Hollow Creek with a 147.8-foot-long, 34.75-foot-wide, 34-foot-rise, three-span, continuous composite steel beam bridge. Wingwalls will be constructed in all quadrants of the new bridge. The SR 56 approach roadway will be reconstructed to match the proposed bridge width and profile. Minor realignment of Eagle Hollow Road, located immediately adjacent to the western approach of the bridge, is needed in order to avoid

conflict with the new bridge. A new retaining wall along the west side of the realigned Eagle Hollow Road will be constructed due to large differences in elevation. Riprap will be installed at both abutments of the new bridge. Riprap drainage turnouts will be constructed in the southeast and southwest quadrants of the new bridge, and new concrete bridge railing will be installed on both sides of the new bridge. New guardrail will be installed along both sides of SR 56, along the east side of the Eagle Hollow Road approach, and along both sides of the Boat Launch approach, located in the southwest quadrant of the bridge. A 5-foot-wide wildlife crossing will be installed at both spill slopes, and a 3-foot-wide wildlife crossing will be installed at both abutments. Draft Stage 3 project plans are included in Attachment Pages 35-51.

Right-of-Way

This project will acquire approximately 0.50 acre of new, permanent right-of-way and approximately 0.60 acre of temporary right-of-way. The existing right-of-way on the south side of SR 56 consists primarily of mowed and maintained grass. Existing right-of-way on the north side of SR 56 is primarily forest. Right-of-way will be acquired from forested land north of SR 56 and privately owned recreational land south of SR 56. Please see Attachment Page 3 and the project plans in Attachment Pages 35-51 for the proposed right-of-way acquisition locations.

Construction Schedule and Maintenance of Traffic

Construction is anticipated to begin during the spring of 2031 and last approximately nine months. This project will require a road closure in the vicinity of the project. Traffic will be maintained along a marked detour route utilizing SR 56, US 421, and SR 129. The total detour is approximately 50 miles and will be in place for approximately nine months. Access to all surrounding properties will be maintained for the duration of construction.

Coordination Completed

Early coordination letters were sent to review agencies and relevant stakeholders on August 15, 2022.

The US Fish and Wildlife Service (USFWS) responded to the early coordination letter on August 17, 2022 (Attachment Pages 29-30), stating the project is within range of the sheepnose mussel and that there is a documented sheepnose mussel in the vicinity of the project.

The Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW) responded to the early coordination letter on September 14, 2022 (Attachment Pages 31-34). The Natural Heritage Program's database was checked, and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. The IDNR-DFW provided recommendations regarding wildlife crossings, structure types, bank stabilization, mitigation for tree clearing, and protecting karst features. Additional recommendations regarding revegetating bare and disturbed areas following construction, minimizing in-channel disturbance and tree clearing, time-of-year restrictions for work in the waterway and tree clearing, riprap installation, erosion control, and excavation in the stream channel.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list from the USFWS IPaC website was generated (Attachment Pages 6-14). In addition to the federally endangered sheepnose mussel (*Plethobasus cyphyus*)—the species for which this standard consultation is being submitted—the official species generated for this project also indicates the potential occurrence of the following species:

- Northern long-eared bat (NLEB) (*Myotis septentrionalis*)—Federally endangered,
- Tricolored bat (TCB) (*Perimyotis subflavus*)—Proposed endangered,
- Gray bat (*Myotis grisescens*)—Federally endangered,
- Fanshell mussel (*Cyprogenia stegaria*)—Federally endangered,
- Pink mucket mussel (*Lampsilis abrupta*)—Federally endangered,
- Monarch butterfly (*Danaus Plexippus*)—Proposed threatened, and
- Whooping crane (*Grus americana*), a non-essential experimental population.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on July 16, 2025, and based on the responses provided, the project was found to "May Affect, Not Likely to Adversely Affect" the Indiana bat, NLEB, and/or tricolored bat (Attachment Pages 15-27).

Per the June 25, 2025, USFWS response to FHWA and INDOT, the "not likely to adversely affect" determination for the TCB and NLEB also applies to the gray bat. The monarch butterfly and whooping crane currently do not have any statutory protections. Based on the July 14, 2025, coordination between INDOT and USFWS, there are no records of the fanshell or pink mucket mussels in the vicinity of the project area; therefore, we are making a No Effect determination for these species (Attachment, Page 28). No further coordination with USFWS is required for the NLEB, TCB, gray bat, fanshell mussel, pink mucket mussel, monarch butterfly, or whooping crane.

Existing Sheepnose Mussel Habitat and Assessment of Suitable Habitat

Eagle Hollow Creek flows south through the project area and drains to the Ohio River approximately 285 feet south of the bridge carrying SR 56 over Eagle Hollow Creek. Eagle Hollow Creek is not listed as a Federal Wild and Scenic River or as a State Natural, Scenic, and Recreational River. It is not listed as an Outstanding River or Stream for Indiana, it is not a traditionally navigable waterway, and it is not a National Rivers Inventory waterway.

According to coordination with INDOT Seymour District on July 14, 2025, one record for the sheepnose mussel is present near the confluence of Eagle Hollow Creek and the Ohio River; however, Eagle Hollow Creek does not appear to be suitable habitat for mussels due to low water in the autumn and flood conditions in the spring.

Water Resources and Wetlands

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on July 20, 2022. Due to changes in the project area and the letting schedule, a revised *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on October 28, 2025. It was determined that there is one likely jurisdictional stream within the project area. Eagle Hollow Creek is a perennial stream that flows south under SR 56. Eagle Hollow Creek has an Ordinary High Water Mark (OHWM) of 32-feet-wide and 3.5-feet-deep. Eagle Hollow Creek drains to the Ohio River, located approximately 285 feet south of the project bridge and approximately 170 feet south of the southern project limits. Approximately 224 feet of Eagle Hollow Creek are within the project area. Please see Attachment Page 4 for a Delineated Features map of the investigated area.

One roadside ditch was identified within the investigated area. No wetlands or open water features were identified within the project area.

Impacts

This project will permanently impact approximately 100 linear feet of Eagle Hollow Creek due to installation of new bridge piers and riprap under the new bridge. Approximately 140 linear feet of Eagle Hollow Creek will be temporarily impacted due to dewatering and construction access.

Approximately 1.0 acre of total terrestrial habitat disturbance, including 0.70 acre of tree clearing, will be required for construction access, ditch grading, and riprap installation. All terrestrial habitat disturbance and tree clearing will take place within the construction limits (Attachment Page 3).

Commitments

In addition to GAMM1, LAMM1, TRTAMM1, TRTAMM2, and TRTAMM3 generated in the IPaC Determination Key, the following firm commitment is proposed to reduce potential impacts to the sheepnose mussel.

Firm:

1. Best management practices to control erosion and sedimentation are necessary to prevent any unexpected sediment loads from entering the Ohio River.

Conclusion

This project is expected to have a Not Likely to Adversely Affect (NLAA) determination for the sheepnose mussel. Although there is one presence record for the sheepnose mussel near the confluence of Eagle Hollow Creek and the Ohio River, Eagle Hollow Creek appears to lack suitable habitat for the sheepnose mussel. This project will also implement best management practices for erosion and sediment control to reduce impacts downstream of the project. The FHWA has determined the proposed project has an effect finding of "May Affect – Not Likely to Adversely Affect" for the federally endangered sheepnose mussel.

The FHWA is requesting USFWS concurrence with this project NLAA determination for the sheepnose mussel.

Please contact Victoria Veach, HNTB Corporation, at viveach@hntb.com if you have any questions or require additional information. We appreciate your attention to this project.

Attachments

Project Location and Project Area Graphics (Attachment Pages 1-3)
Delineated Feature Map (Attachment Page 4)
IDNR Floodplain Map (Attachment Page 5)
USFWS IPaC Species List (Attachment Pages 6-14)
USFWS IPaC Concurrence Verification Letter (Attachment Pages 15-27)
INDOT-USFWS Coordination, July 14, 2025 (Attachment Page 28)
USFWS Early Coordination Response, August 17, 2022 (Attachment Pages 29-30)
IDNR-DFW Early Coordination Response, September 14, 2022 (Attachment Pages 31-34)
Draft Stage 3 Project Plans (Excerpt) (Attachment Pages 35-43)

Victoria Veach

From: Dye, David <DDYE@indot.IN.gov>
Sent: Friday, December 19, 2025 8:18 AM
To: Victoria Veach
Subject: FW: [EXTERNAL] FW: Des 2002045, SR 56 over Eagle Hollow Road, USFWS Standard Coordination

External Email: Use caution when clicking on links, replying, or opening attachments.

Hi Victoria,

Here's the USFWS response to your coordination letter.

David Dye
Environmental Section Manager
Indiana Department of Transportation
Seymour District
Office: (812) 524-3723
Email: ddye@indot.in.gov
Find us on social media!



From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Thursday, December 18, 2025 5:27 PM
To: Dye, David <DDYE@indot.IN.gov>
Cc: Burnett, Veronica <VBurnett@indot.IN.gov>; Wick, Tyler K <TWick@indot.IN.gov>
Subject: Re: [EXTERNAL] FW: Des 2002045, SR 56 over Eagle Hollow Road, USFWS Standard Coordination

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear David,

Thank you for your reminder!

We received your letter and request for concurrence on a "not likely to adversely affect" determination for the federally endangered sheepnose mussel (*Plethobasus cyphyus*). We prepared these comments under the authority of the Fish and Wildlife Coordination Act (l6 U.S.C. 661 et. seq.) and to be consistent with the intent of the National Environmental Policy Act of l969, the Endangered Species Act of l973 as amended (16 U.S.C. 1531 et seq.) (ESA) and the U.S. Fish and Wildlife Service's (Service) Mitigation Policy.

Proposed Project

Project activities include replacing the existing bridge carrying SR 56 over Eagle Hollow Creek with a three-span, continuous composite steel beam bridge. Wingwalls will be constructed in all quadrants of the new bridge and new guardrails will be installed. Wildlife crossing will be installed at both spill slopes, and a 3-foot-wide wildlife crossing will be installed at both abutments. Construction is anticipated to begin during the spring of 2031 and last approximately nine months.

Threatened and Endangered Species

The project qualifies for the December 13, 2024, FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA) Range-wide Programmatic Informal Consultation for the Indiana bat, northern long-eared bat (NLEB), and tricolored bat. As a result, a "not likely to adversely affect effect determination" was made for the NLEB and tricolored bat (the Indiana bat is not on the projects species list). The gray bat is also not likely to be adversely affected based on the Service's June 25, 2025 coordination letter on gray bats.

The species list also includes the fanshell mussel (*Cyprogenia stegaria*), the pink mucket mussel (*Lampsilis abruptus*), and the sheepnose mussel. There are no fanshell or pink mucket records in this area of the Ohio River and no impacts are anticipated to these two mussels. There is a record for the sheepnose mussel approximately three quarters of a mile upstream of the Eagle Hollow Creek confluence with the Ohio River. As previously mentioned, sheepnose mussels live in larger rivers and streams where they are usually found in shallow areas with moderate to swift currents that flow over coarse sand and gravel. However, they have also been found in areas of mud, cobble and boulders, and in large rivers they may be found in deep runs.

At the SR 56 crossing, Eagle Hollow Creek is narrow and with steep banks and an average depth of 3.5 feet. Based on satellite imagery, the stream appears to have very low flow in late summer and also flood during spring rains. Due to steep banks, the stream likely encounters flash flooding and backup from the Ohio River. As a result, Eagle Hollow Creek is not likely great mussel habitat.

In order to prevent movement of sediment down to the Ohio River, INDOT is committed to using all appropriate sediment and erosion control measures. It is important that no pollutants reach the waterways due to this project. This includes spilling of petroleum products or other chemicals from the machinery/equipment being used, as well as any chemical-based material associated with demolition and construction. Emergency response equipment and spill containment materials should be maintained at the project site, and a contained fueling and fuel storage area should be designated at least 150 feet away from Eagle Hollow Creek and the Ohio River.

Based on the information you have provided, sheepnose data and life history, and the commitment to avoid and minimize sedimentation and erosion at the project site, we concur the project is not likely to adversely affect the sheepnose mussel.

If you have any other questions or concerns, please let me know.

Sincerely,
Robin

Categorical Exclusion

Appendix D: Section 106 of NHPA

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 I: 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-CRO staff will be responsible for completion of Part II.*

Original Submission Date: February 21, 2023 **Amended Submission Date*:** May 22, 2024

Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below.* ***Please use red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization):

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, IN 46077
Linda@weintrautinc.com
317-733-9770

Project Designation Number: 2002045

Route Number: SR 56

Feature crossed (if applicable): Eagle Hollow Creek

City/Township: Madison Township **County:** Jefferson County

Project Description:*

**Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height, and materials. Be sure to include the specific elements listed below as applicable.*

Purpose and Need: The project need is based on the current condition of the structure. The arch rings have cracking, straining, and efflorescence. The barrel has cracking in several places, including four large longitudinal moderate cracks with efflorescence and staining running the width of the barrel. The purpose of this project is to provide vehicular crossing of SR 56 over Eagle Creek while maintaining adequate hydraulic capacity.

Proposed Project: The proposed project would replace the existing structure with a new structure, currently anticipated to be a 33-foot wide, three-span bridge supported by integral end bents and wall piers, both on steel piles. The approach roadway would be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated in order to avoid conflict with the new bridge. A retaining wall is also anticipated along this realignment due to the elevation differences in the area. Tree clearing would be required. Approximately

three acres of additional permanent right-of-way is anticipated for the project. Maintenance of traffic for this project would be accomplished by utilizing a road closure and detour.

The project will require some guardrail replacement (See Attachment with Guardrail Plan). Due to roadway widening east of the bridge, the guardrail will be offset from the existing position by a maximum of 2-3 feet before tying into existing guardrail. The existing guardrail in the northwest quadrant will be removed to accommodate the realignment of Eagle Hollow Road. New guardrail will be placed within the limits of the existing roadway pavement. Existing guardrail in the southwest quadrant will be offset from the existing position by approximately 5 feet before tying into the existing guardrail. No additional impacts to undisturbed soils are anticipated for the guardrail work, which will all be completed within the Phase 1a archaeological survey footprint.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work: None

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

Feature Crossed	Structure Number	NBI Number	Structure Type
Eagle Hollow Creek	Str No.: 056-39-00092	NBI No.: 020350	Reinforced concrete arch (c1930)

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 # 617

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:

Approximately 1.5 acres of permanent right-of-way would be required to for the construction of this new structure and its minor road realignment. The project would also require approximately 0.5 acre of temporary right-of-way for the realignment of Eagle Hollow Road to tie in safely with SR 56. INDOT does not own the Eagle Hollow Road so the roadway will be realigned, then the property would be turned back over to the original owner who would have responsibility for maintenance. (See mapping for details.)

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 incudes undisturbed soils and requires an archaeological reconnaissance.*

☒ **Project takes place in undisturbed soils and the archaeology report is included with the submission.***
** 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) (INDOT will highlight applicable conditions in yellow**):**
{Include full category text(s) verbatim, including any conditions. INDOT-CRO will finalize categories upon their review.}

Category 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.

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

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; OR

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

Condition B (Above-Ground Resources)
The conditions listed below must be met (BOTH Condition i and Condition ii must be satisfied)

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

ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied (AT LEAST one of the conditions a, b or c, must be fulfilled):

a. The latest Historic Bridge Inventory identified the bridge as non-historic (see http://www.in.gov/indot/2531.htm);

b. The bridge was built after 1945, and is a common type as defined in Section V. of the Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;

c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

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

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 ☒

Other (please specify): Multiple Property Documentation Form (MPDF) *Residential Planning and Development in Indiana, 1940-1973* (Higgins; 2018);

Goldbach, Jason
2023 *Phase Ia Archaeological Field Reconnaissance: Bridge Replacement SR 56 over Eagle Hollow Creek, 1.89 miles east of US 421, Jefferson County, Indiana, INDOT Des. No.: 2002054*. Weintraut & Associates, Zionsville. Document on file at INDOT CRO.

Richardson, John W.
1980 *An Archaeological Reconnaissance of Five Proposed Borrow Areas in Jefferson County, Indiana.* Glenn A. Black Laboratory of Archaeology, Indiana University, Bloomington.

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:

- **INDOT shall coordinate, prior to construction, with the Indiana Historical Bureau, Jefferson County Commissioners and Visit Madison, Inc., regarding the avoidance, removal/storage during construction, and re-installation of the Indiana Historical Bureau marker (ID #39.2016.1) located at the northwest corner of the intersection of Eagle Hollow Road and SR 56 (Ohio River Scenic Byway)**.
- **INDOT shall indicate the historical marker's location on project plans**.
- **The portion of archaeological site 12Je167 located outside of the Phase Ia survey area must be avoided by all project activities or else subjected to additional archaeological investigation. The portion of the site located outside of the proposed R/W must be marked on plans as "Do Not Disturb – Environmental Sensitive Area" and should be physically marked on the ground for avoidance during construction.**
- **The areas of deep alluvial soils identified in Figure 11 of the Phase Ia report must be avoided by all ground-disturbing activities extending greater than 46 cm (1.5 ft) in depth below the current ground surface. If the deep alluvial soils cannot be avoided, then additional archaeological investigation must be conducted to evaluate the potential for buried deposits and the applicability of the MPPA will need to be reassessed based upon the results.**

These commitments will be included in the environmental documentation for this project and entered into INDOT's Project Commitment Database. If the commitments cannot be maintained, INDOT-CRO will need to reassess this project. Additionally, the project will be flagged for a future Quality Assurance Review (QAR) site-visit by FHWA and INDOT CRO.

Above-ground Resources

An INDOT-CRO historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Jefferson 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 *Jefferson County Interim Report* (1988) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the interim report hard copy maps. No IHSSI resources are recorded within 0.15 mile of the project.

Although not included in the 1988 *Jefferson County Interim Report*, it should be noted that an Indiana Historical Bureau marker (ID #39.2016.1) is located at the northwest corner of the intersection of Eagle Hollow Road and SR 56 (Ohio River Scenic Byway). The marker, installed in 2016 by Indiana Historical Bureau, Jefferson County Commissioners and Visit Madison, Inc., commemorates the life of Chapman Harris, a free African American resident of Madison who owned property there as well as in Eagle Hollow. Harris was active in aiding enslaved persons in crossing the Ohio River. In addition, Harris was a teamster, a Baptist minister and farmer.

Land surrounding the project area is rural with recreational, commercial, and residential uses in the vicinity. Area topography is hilly. Dense woods line the SR 56 roadway's north side and extend up the adjacent hillsides. On the south side of SR 56, rows of large mature trees line the road. The areas of woods and trees limit views of the project location. The Ohio River and Eagle Hollow Marina camper lots/boat docks are located toward the riverbank to the south of SR 56.

Two (2) above-ground resources that are-- or that will be--50 years of age by the proposed 2024 project letting are located 0.11 mile east on SR 56 of the project location. One of these is an altered c.-1955-1960 ranch house. The house does not appear to meet the *Residential Planning and Development in Indiana, 1940-1973* requirements to be individually eligible to the National Register.

The other above-ground resource is a greatly altered, unoccupied c.-1900 stone house, surrounded by a stacked stone retaining wall and overgrown by hillside vegetation. The house was not surveyed for or included in the 1988 *Jefferson County Interim Report.* It has undergone the following physical alterations over time: **1)** The south and west facades may have had modern stone material attached to underlying original materials. The east façade appears to feature a more rugged stone that is closer in appearance to the stone of which the retaining wall is composed; **2)** Installation of modern standing seam metal roof; **3)** Fenestration changes and installation of modern replacement windows and doors; **4)** Construction of a modern concrete stoop onto the west façade.

Stone houses of this time period (and earlier) can be observed throughout Jefferson County—and elsewhere in the Indiana counties along the Ohio River. The physical changes that this resource has undergone over time has served to negate its material integrity. Due to a collective lack of significance and material integrity, the resource would not receive an IHSSI rating of "contributing" in 2023.

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.

No other above-ground resources that are or that will be 50 years of age by the project's proposed 2024 letting are within 0.15 mile of the project location.

The subject structure (Bridge No. 056-39-00092; NBI No.020350) is a concrete arch bridge built in 1930. The INDOT *Historic Bridge Inventory* determined that this bridge is not eligible for listing in the National Register (Volume 2, Section 2, page 617).

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

May 22, 2024, Project Update:

"…The project will require some guardrail replacement (See Attachment with Guardrail Plan). Due to roadway widening east of the bridge, the guardrail will be offset from the existing position by a maximum of 2-3 feet before tying into existing guardrail. The existing guardrail in the northwest quadrant will be removed to accommodate the realignment of Eagle Hollow Road. New guardrail will be placed within the limits of the existing roadway pavement. Existing guardrail in the southwest quadrant will be offset from the existing position by approximately 5 feet before tying into the existing guardrail. No additional impacts to undisturbed soils are anticipated for the guardrail work, which will all be completed within the Phase 1a archaeological survey footprint…"

No change to the June 19, 2023, above-ground analysis.

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 report completed for the project by Weintraut & Associates (Goldbach 2023). Archaeological site 12Je167, a Late Archaic camp site and 20th century historical scatter, was previously recorded within or adjacent to the project area (Richardson 1980).

An 11.47-acre survey area was investigated via a combination of shovel probing (n=62) and visual inspection of obviously disturbed areas. The portion of previously recorded site 12Je167 within the project area was found to have been destroyed by grading and filling, but the portion outside of the current survey area is recommended for avoidance. Site 12Je576, a small scatter of historical materials associated with an extant c. 1900 stone house, was newly recorded and recommended to be ineligible for the National Register (Goldbach 2023).

No additional investigation of the project area is recommended (Goldbach 2023). Therefore, there are no archaeological concerns provided that the project scope and footprint do not change and that a firm commitment is put into place to avoid the portion of site 12Je167 located outside of the archaeological survey area.

May 22, 2024, Project Update:

"…the project will require some guardrail replacement (See Attachment with Guardrail Plan). Due to roadway widening east of the bridge, the guardrail will be offset from the existing position by a maximum of 2-3 feet before tying into existing guardrail. The existing guardrail in the northwest quadrant will be removed to accommodate the realignment of Eagle Hollow Road. New guardrail will be placed within the limits of the existing roadway pavement. Existing guardrail in the southwest quadrant will be offset from the existing position by approximately 5 feet before tying into the existing guardrail. ***No additional impacts to undisturbed soils are anticipated for the guardrail work, which will all be completed within the Phase Ia archaeological survey footprint…"*** [emphasis added].

The added scope occurs within the archaeological survey area. There is no change to the June 19, 2023, archaeological assessment.

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; **2024 project update**: Susan Branigin and Dawn Alexander

INDOT Approval Date: June 19, 2023

Amendment Approval Date (if applicable): September 27, 2024

****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.*

Categorical Exclusion

Appendix E: Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: June 23, 2022

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: Sharon Anton
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN
santon@hntb.com

Re: RED FLAG INVESTIGATION
DES #2002045, State Project
Bridge Replacement Project
SR 56 over Eagle Hollow Creek, 1.89 Miles East of US 421
Jefferson County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the bridge (056-39-00092) carrying State Road (SR) 56 over Eagle Hollow Creek, 1.89 Miles East of US 421, in Jefferson County, Indiana. The proposed project will replace the existing structure with a new structure, currently anticipated to be a 33-foot wide, three-span bridge supported by integral end bents and wall piers, both on steel piles. The approach roadway will be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated in order to avoid conflict with the new bridge. A retaining wall is also anticipated along this realignment due to the elevation differences in the area.

Bridge Work Included in Project: Yes ☒ No ☐ Structure #(s) 056-39-00092
If this is a bridge project, is the bridge Historical? Yes ☐ No ☒, Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

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

Proposed right of way: Temporary ☒ # Acres 0.5 Permanent ☒ # Acres 3.0, Not Applicable ☐

Type and proposed depth of excavation: Excavation to a depth of up to 50 feet will be required to remove Bridge 056-39-00092 and replace the structure. Excavation for roadway reconstruction and wall construction work in the northwest quadrant of the intersection will be required up to 35 feet, and excavation to a depth of up to 3 feet will be required for approach pavement replacement.

Maintenance of traffic (MOT): Maintenance of traffic for this project will utilize a temporary runaround or temporary signal.
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	**1**
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**

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

Explanation:

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile radius. Eagle Hollow Marina is located within the project area. Coordination with Eagle Hollow Marina will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**1**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**5**
Canal Structures – Historic	**N/A**	Lakes	**1**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**3**
NWI-Lines	**2**	Cave Entrance Density	**1**
IDEM 303d Listed Streams and Lakes (Impaired)	**2**	Sinkhole Areas	**1**
Rivers and Streams	**11**	Sinking-Stream Basins	**N/A**

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

NWI – Points: One (1) NWI point is located within the 0.5 mile search radius. The NWI point is located 0.17 mile northwest of the project area. No impact is expected.

NWI-Lines: Two (2) NWI lines are located within the 0.5 mile search radius. One (1) NWI line is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology

and Waterway Permitting will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Two (2) 303d Listed Stream segments are located within the 0.5 mile search radius. The Ohio River is adjacent to the project area. The Ohio River is listed as impaired for dioxin, PCBs in fish tissue, and total mercury.

- The Ohio River is impaired for PCBs, mercury, and dioxin in fish tissue. Exposure to PCBs, mercury and dioxin in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ESD SAM will occur.

Rivers and Streams: Eleven (11) rivers and streams are located within the 0.5 mile search radius. One (1) stream segment, Eagle Hollow Creek, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI – Wetlands: Five (5) wetlands are located within the 0.5 mile search radius. One (1) wetland is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lake: One (1) lake is located within the 0.5 mile search radius. The lake is located 0.29 mile northwest of the western terminus of the project area. No impact is expected.

Floodplain – DFIRM: Three (3) floodplain polygons are located within the 0.5 mile search radius. The project area is located within two of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Cave Entrance Density: One (1) cave entrance density area is located within the 0.5 mile search radius. The cave entrance density area is located within the western portion of the project area. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Sinkhole Area: One (1) sinkhole area is located within the 0.5 mile search radius. The sinkhole area is located 0.25 mile northwest of western terminus of the project area. No impact is expected.

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 and mineral resources were identified within the 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)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**N/A**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**N/A**	Notice of Contamination Sites	**N/A**

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:

No hazardous material concerns were identified within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

The Jefferson 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_jefferson.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area of Jefferson County along the Ohio River. The August 4, 2020, inspection report for Bridge #056-39-00092 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Recreational Facilities: One (1) recreational facility is located within the project area. Coordination with Eagle Hollow Marina will occur.

WATER RESOURCES:

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- One (1) wetland is located within to the project area.
- The project area is located within a floodplain (coordination only).
- One (1) stream segment, Eagle Hollow Creek, flows through the project area.
- One (1) cave entrance density area is located within the project area.

IDEM 303d Listed Streams and Lakes (Impaired): The Ohio River is adjacent to the project area. The Ohio River is listed as impaired for dioxin, mercury, and PCBs in fish tissue. Exposure to PCBs, mercury, and dioxin in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT ESD SAM will occur.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Chad Pitcher, CHMM Digitally signed by Chad Pitcher, CHMM Date: 2022.06.23 12:45:38 -04'00' (Signature)

Prepared by:
Sharon Anton
Environmental Planner II
HNTB Corporation

Graphics:

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

SITE LOCATION: YES

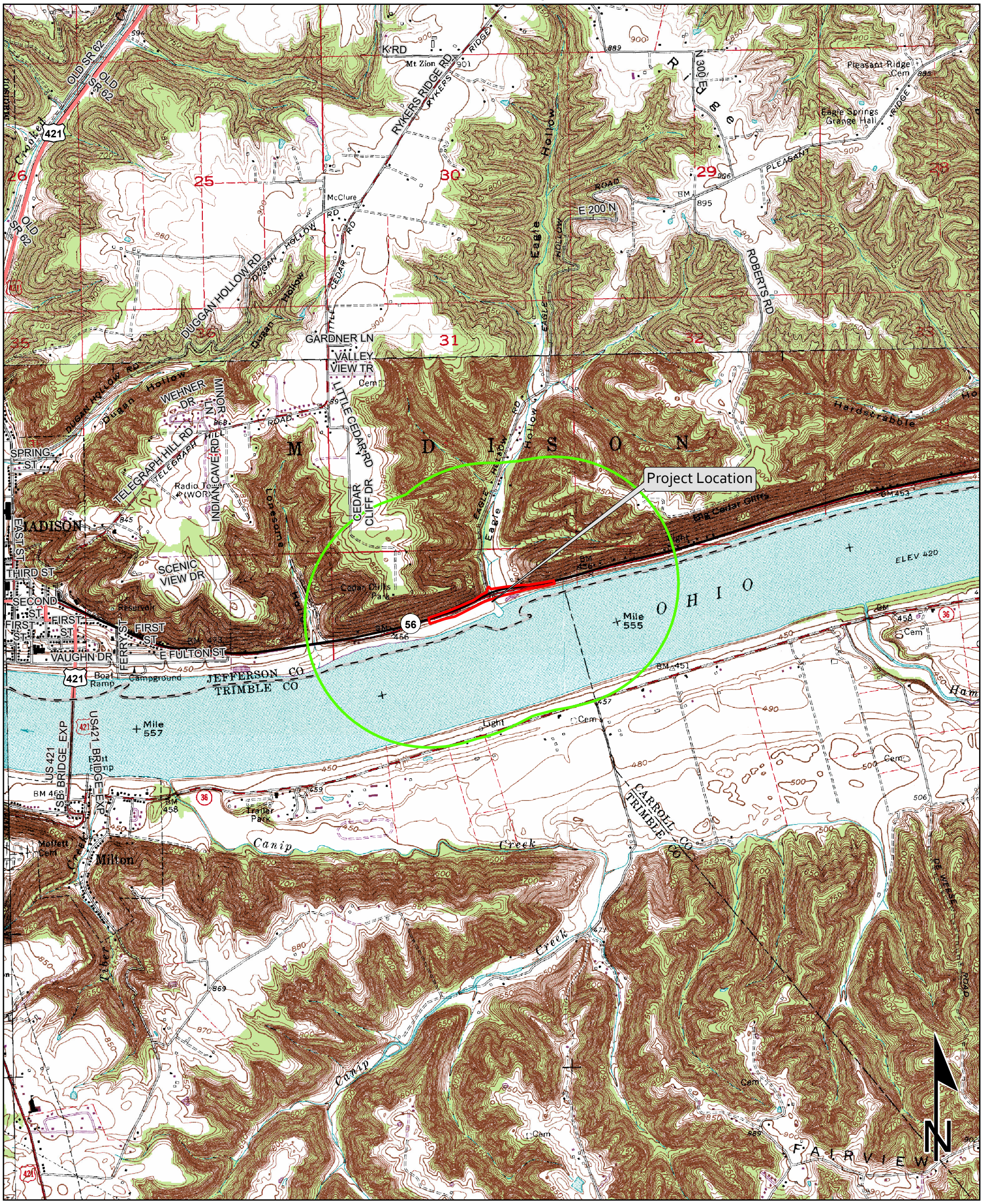
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
SR 56 over Eagle Hollow Creek
Des. No. 2002045, Bridge Replacement Project
Jefferson County, Indiana



Sources:

0 0.25 0.5 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)

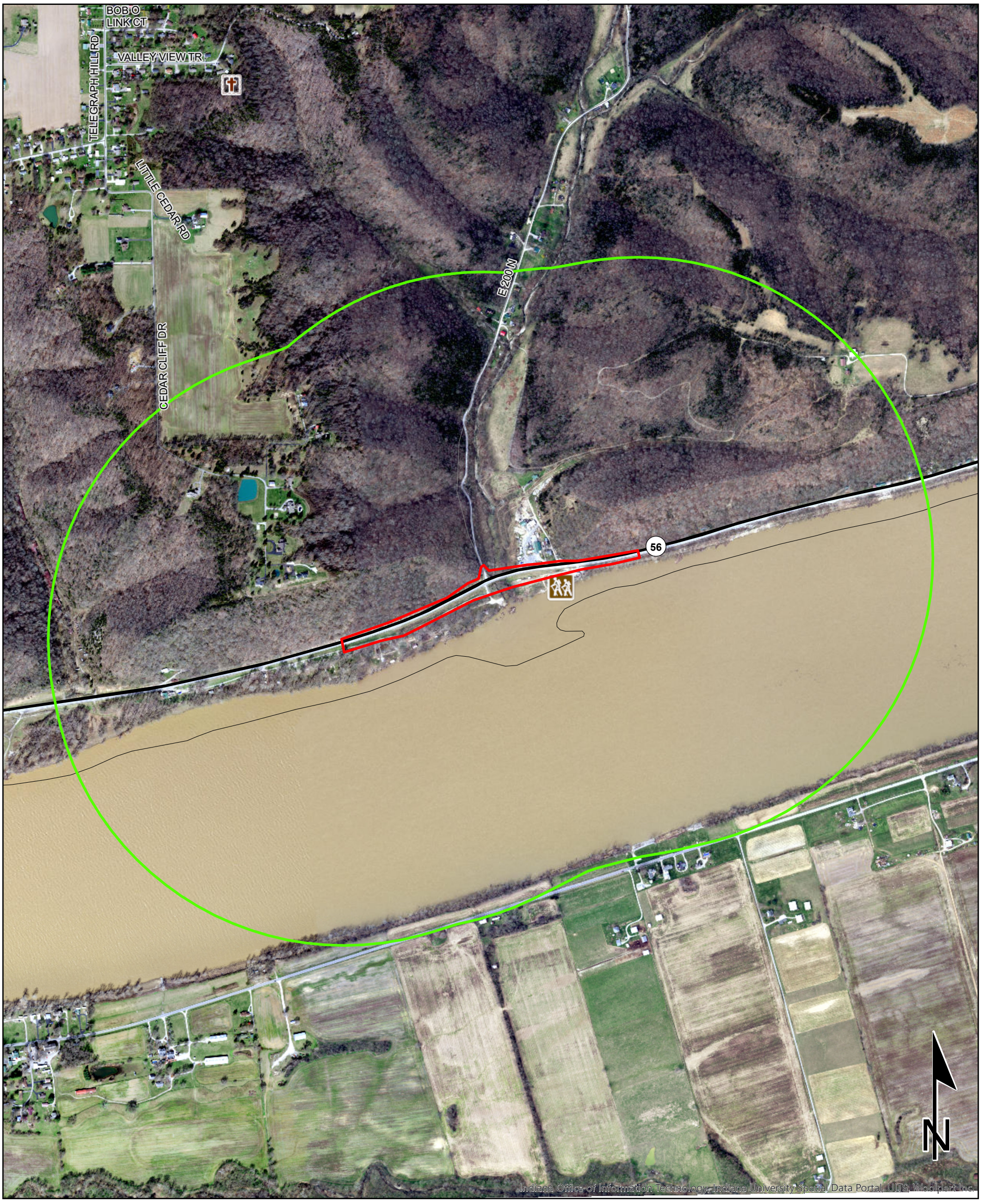
Map Projection: State Plane Indiana West (FIPS 1301 Ft US)

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.

MADISON EAST QUADRANGLE
KENTUCKY 7.5 MINUTE SERIES, &
CANNAN QUADRANGLE
INDIANA 7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 56 over Eagle Hollow Creek
Des. No. 2002045, Bridge Replacement Project
Jefferson County, Indiana



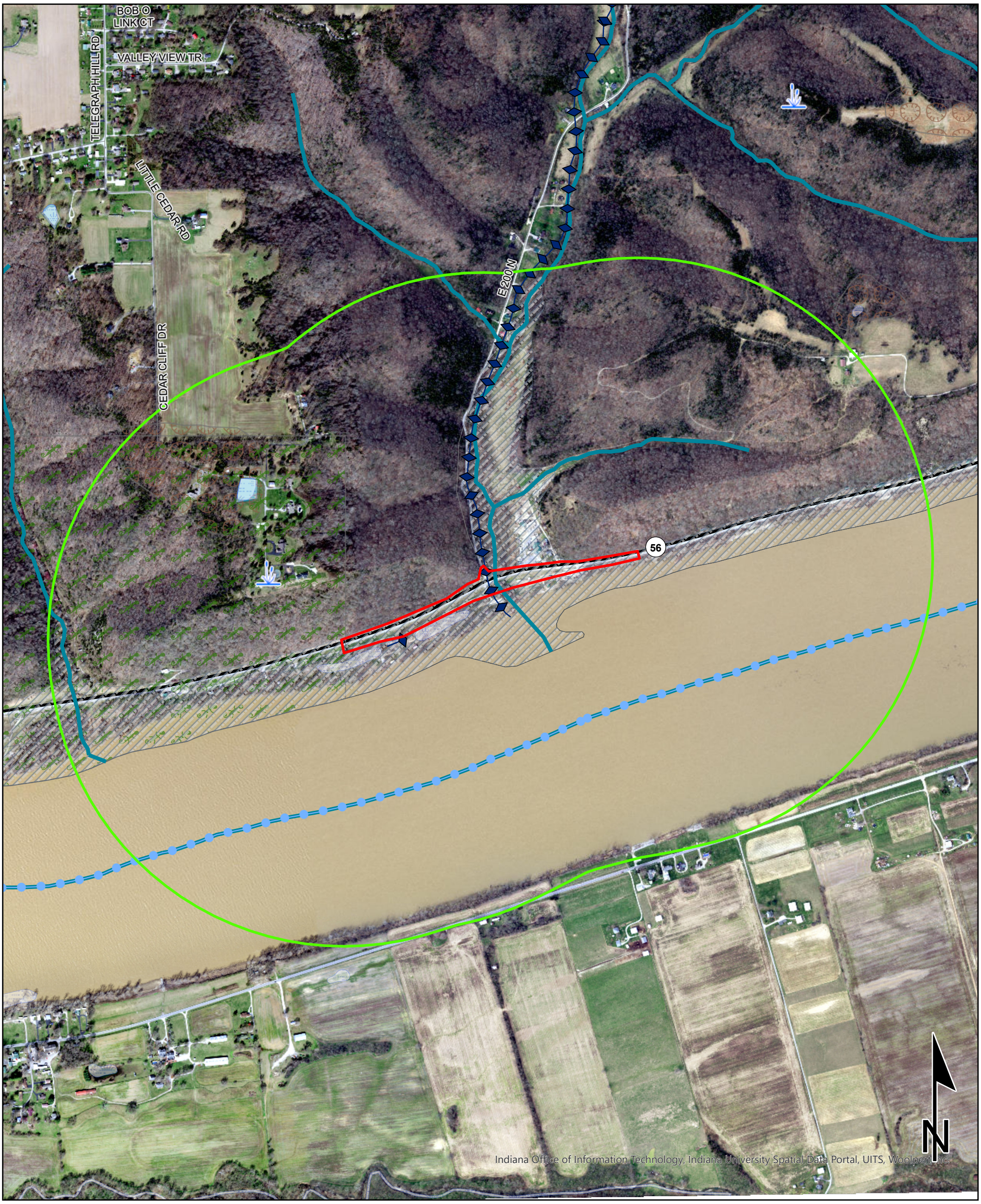
0.15 0.07 0 0.15 Miles

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

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

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

Red Flag Investigation - Water Resources
SR 56 over Eagle Hollow Creek
Des. No. 2002045, Bridge Replacement Project
Jefferson County, Indiana



0.2 0.1 0 0.2 Miles

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

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

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

Categorical Exclusion

Appendix F: Waters Report

HNTB Aaron Koehlinger 10/28/2025

111 Monument Circle, Suite 1200
Indianapolis, IN,
46204
317.636.4682

expires 7/3/2030

Waters of the U.S. Report

Excerpt
Select attachments have been removed to avoid duplication and to reduce the overall file size.

STATE ROAD (SR) 56 OVER EAGLE HOLLOW CREEK BRIDGE REPLACEMENT
DES. NO. 2002045
ASSET ID 056-39-00092
JEFFERSON COUNTY, INDIANA
Date of Report: October 27, 2025

Prepared by: HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
Kimberly Koenig, kkoenig@hntb.com

1. PROJECT INFORMATION

Date of Field Reconnaissance: July 3, 2025

1.1 LOCATION

The project is located along SR 56, approximately 1.89 miles east of United States (US) Route 421 in Jefferson County, Indiana.

- Section 6, Township 3 North, Range 11 East
- Madison East Indiana, 7.5 Minute United States Geological Survey (USGS) Quadrangle
- 38.736280, -85.338450 – North American Datum (NAD) 1983
- 12-digit Hydrologic Unit Code (HUC) 051401010301 – Locust Creek-Ohio River Watershed

1.2 PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project (Des. No. 2002045) involving the bridge (INDOT Bridge No. 056-39-00092) carrying SR 56 over Eagle Hollow Creek in Jefferson County, Indiana. Proposed project activities include replacing the existing structure with a 34.75-foot wide, three-span bridge supported by integral end bents on steel piles and drilled shaft piers. The approach roadway will be reconstructed to match the proposed bridge width and profile. Minor road realignment of the northwest quadrant of Eagle Hollow Road is anticipated to avoid conflict with the new bridge. Construction of a retaining wall is also anticipated due to the elevation differences in the area.

2. DESKTOP RECONNAISSANCE

Desktop reconnaissance was conducted to assess the investigated area for potential Waters of the U.S. This research included a review of historic and recent aerial imagery for any areas with a water signature or sharp change in vegetation. Current and historic USGS topographic mapping, Natural Resources Conservation Service (NRCS) soil maps, United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping tool, USGS Hydrography data, and Federal Emergency Management Agency (FEMA) floodplain mapping also were reviewed during desktop research. Areas that exhibited a water signature or indication of water resources or wetlands during the desktop review were investigated in the field.

2.1 Soil Associations and Series Types

According to the Soil Survey Geographic Database (SSURGO) for Jefferson County, Indiana, the following mapped soils series are within the SR 56 over Eagle Hollow Creek investigated area (Attachment pages 4-5).

TABLE 1: SOIL CLASSIFICATIONS

Map Unit Symbol	Map Unit Name	Percent Hydric	Hydric Category
Hu	Huntington silt loam, 0 to 2 percent slopes, occasionally flooded	100	Hydric

2.2 National Wetlands Inventory

Based on USFWS National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html, one wetland polygon is mapped within the investigated area. This polygon represents the channel of Eagle Hollow Creek and is classified as a riverine, upper perennial, unconsolidated bottom, permanently flooded system (R3UBH) (Attachment page 6).

2.3 Hydrology

One StreamStats flowline is mapped within the investigated area, which represents Eagle Hollow Creek. According to the USGS StreamStats (https://streamstats.usgs.gov/ss/), the drainage area is approximately 3.38 square miles (Attachment page 8).

According to the Indiana Floodplain Information Portal, the project is within a 100-year floodplain or regulatory floodway (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) The investigated area is within the 100-year floodplain and regulatory floodway of Eagle Hollow Creek and has a base floodplain elevation of 464.3 feet (NAVD88) (Attachment page 9).

2.4 National Hydrography Dataset (NHD) Flowlines

One flowline from the 3D Hydrography Program (3DHP) provided by USGS are mapped within the investigated area (Attachment page 10). The stream/river flowline is identified as Eagle Hollow Creek (Attachment page 11).

3. Field Reconnaissance

HNTB Indiana staff performed a field reconnaissance of the investigated area on July 3, 2025. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field reconnaissance to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The investigated area encompassed the area required for construction access and completion of the bridge replacement work. HNTB Indiana staff photographed select features and areas of interest throughout the investigated area. Attachment pages 12-23 include a photo location map and selected photographs.

The investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Eastern Mountains and Piedmont Region (US Army Corps of Engineers, 2010).* Identification indicator status of plant species used the 2022 Eastern Mountains and Piedmont Region National Wetland Plant List (NWPL). Field GIS data was collected using Esri's ArcGIS Field Collector paired with an EOS Arrow 100 GNSS and external antenna with sub-meter accuracy.

The July 3, 2025 field reconnaissance for the SR 56 over Eagle Hollow Creek Bridge Replacement project identified zero wetlands within the project area. Eagle Hollow Creek and one roadside ditch were identified within the project area.

3.1 STREAMS

The delineation identified one likely jurisdictional stream: Eagle Hollow Creek, a perennial channel. Details on this stream are summarized below.

EAGLE HOLLOW CREEK

Eagle Hollow Creek is a perennial stream feature that flows south with minimal sinuosity through the project area, crosses beneath SR 56 via INDOT Structure #056-39-00092, and continues flowing south outside of the investigated area where it reaches its confluence with the Ohio River. Approximately 224 feet of this feature was evaluated as part of this investigation. This stream feature appeared to be a broad channel feature that drained upstream tributaries and rural residential properties to the north outside of the project area. At the time of the field investigation, the channel contained water. The banks of the channel were moderately to severely eroded and dominated by silver maple (*Acer saccharinum*, FACW) and eastern cottonwood (*Populus deltoides*, FAC). The OHWM of Eagle Hollow Creek was 32.0 feet wide by 3.5 feet deep.

Eagle Hollow Creek is noted on the USGS 7.5 Minute Madison East Topographic Map as a perennial blueline feature (Attachment page 2). According to the USGS StreamStats website, (https://water.usgs.gov/osw/streamstats/indiana.html), Eagle Hollow Creek drains approximately 3.38 square miles upstream of the structure (Attachment page 8). The substrate of Eagle Hollow Creek was identified as 50% silt and 50% flat rock cobble. Based on a qualitative assessment, this resource is an average quality feature based on a moderate number of deep pools, moderate instream cover, and average substrate stability. According to the classification codes developed by Cowardin et al. (1979), this stream feature would be classified as a riverine, upper perennial, unconsolidated bottom, permanently flooded wetland (R3UBH) resource. Eagle Hollow Creek is a tributary of the Ohio River, a TNW. The following table summarizes the stream delineated during field reconnaissance.

TABLE 2: STREAM SUMMARY TABLE

Stream Name	Photos	Latitude / Longitude	OHWM	Upstream Drainage Area	Quality	Substrate	Regime	USGS Blue Line?	Riffles / Pools	Waters of U.S.	Length linear feet (LF) / Acreage
Eagle Hollow Creek	Photos 20, 22, 25, 26, 28, 29, 30, 32, 33	38.736426 -85.338464	32.0 ft wide 3.5 ft deep	3.38 miles	Average	Silt/cobble	Perennial	Yes	Pools	Yes	224 LF / 0.165 acre

3.2 WETLANDS

No wetlands were identified within the investigated area. In general, surface water within the investigated area drains into Eagle Hollow Creek or is carried via sheet flow to the Ohio River. Steep local topography north of SR 56 does not provide conditions conducive to the formation of wetlands. Most of the investigated area south of SR 56 is located within the floodplain of the Ohio River, and a portion of the investigated area is located within the delineated floodway. The south side of SR 56 has been developed to accommodate residential lots, which are primarily used as temporary sites for recreational vehicles. Conditions conducive to the formation of wetlands were not observed during the field investigation; therefore, no data points were taken.

4. Other Features

4.1 Roadside Drainage Features

The following table summarizes the roadside ditch identified during the field investigation. As illustrated in the ground-level photographs , RSD 1 does not display consistent OHWM characteristics or hydrophytic vegetation, indicating wetland conditions.

Table 3: Roadside drainage feature Summary Table

Roadside Ditch	Photos	Latitude / Longitude	Length (linear feet)
RSD 1	3, 14	38.735801, -85.339313	40 LFT

4.4 Open Waters

Site investigations did not identify any open water features.

4.5 Wildlife Evidence and Concerns

INDOT Bridge No. 056-39-00092 is not fully inundated as it crosses under SR 56, allowing for wildlife crossing under the structure on either side of the stream. An inspection of the bridge did not identify the use of the bridge by bats or birds. INDOT Structure No. CLV-95681 is not inundated as it crosses under SR 56. No wildlife crossing exists at this location. An inspection of the culvert did not identify the use of the culvert by bats or birds.

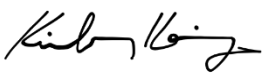
5. Conclusion

Eagle Hollow Creek is a perennial stream with hydrologic connectivity to the Ohio River, a TNW. This stream is anticipated to be Waters of the U.S. due to connectivity to a TNW.

RSD 1 is not anticipated to be jurisdictional. This RSD was likely constructed along SR 56 to manage stormwater runoff, prevent flooding, designate the flow of water along the road. RSD 1 has no defined bed and banks, thus, is not anticipated to be Waters of the U.S.

Every effort should be taken to avoid and minimize the impacts to the water resources listed above. Disturbance of a wetland or stream could result in a mitigation requirement to secure the required permits for the SR 56 over Eagle Hollow Creek Bridge Replacement. If construction exceeds the limits of the investigated area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdiction, based on the guidelines set forth by the U.S. Army Corps of Engineers (USACE). The final determination of jurisdictional waters is ultimately the responsibility of the USACE. The INDOT Office of Environmental Services should be contacted immediately if impacts occur.

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

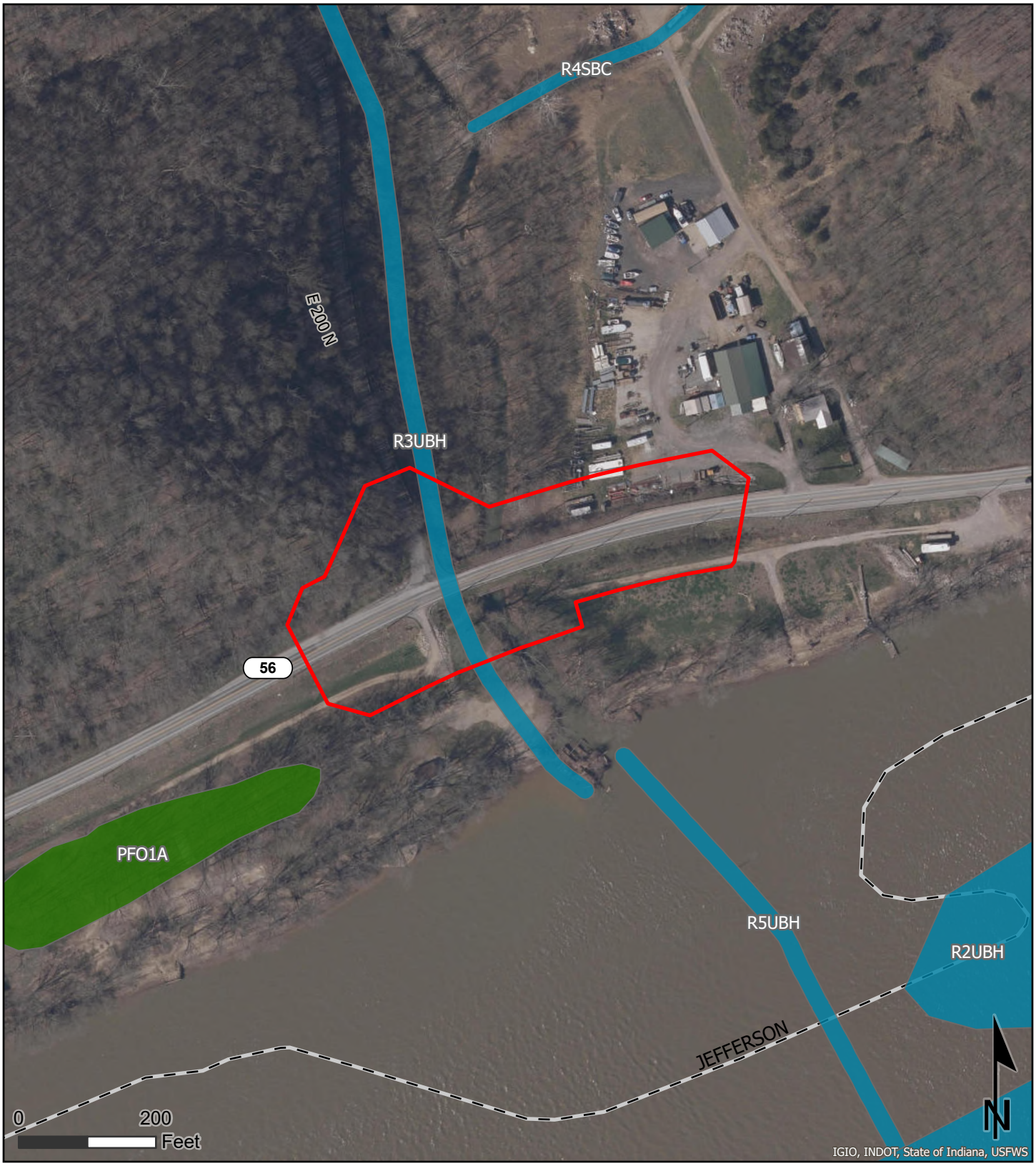


Date: 10/15/2025

Kimberly Koenig, Planner II

PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Victoria Veach	Planner IV	Project Management Field Data Collection
Kimberly Koenig, PhD	Planner II	Mapping and Report Preparation
Yumin Kim	Planner II	Field Data Collection
Xander Fay	Planner II	Field Data Collection



National Wetlands Inventory Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Investigated Area
County Boundaries

NWI Mapped Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Freshwater Pond
- Lake
- Riverine
- Other

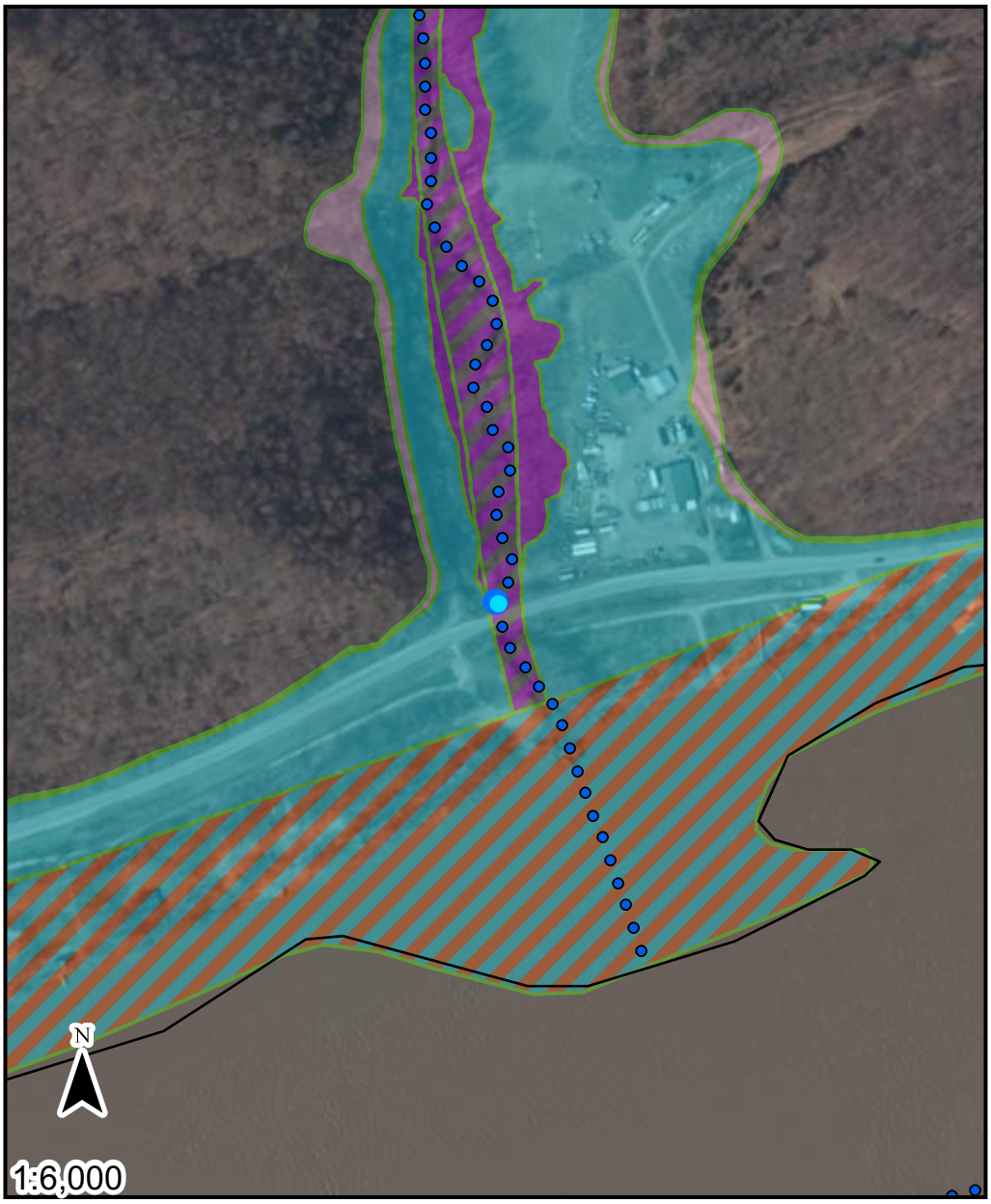
HNTB

Des. No. 2002045

Scale: 1 in = 200 ft

September 3, 2025

Author: KKOENIG



Point of Interest

Base Flood Elevation Point

POI

FEMA Zone AE Floodway; FEMA Administrative Floodway

DNR Approximate Floodway

FEMA Zone AE

DNR Approximate Fringe

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Not Mapped

FPA Jurisdictions

RGB

Red: Band_1

Green: Band_2

Blue: Band_3

Long: **-85.33849848028522**

Lat: **38.736365654990415**

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

County: **Jefferson**

Stream Name:
Eagle Hollow Creek

Approximate Ground Elevation: **429.0 feet (NAVD88)**

Base Flood Elevation: **464.3 Feet (NAVD88)**

Drainage Area: **Not Available**

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

National Flood Hazard Zone: **FEMA Zone AE**

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

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

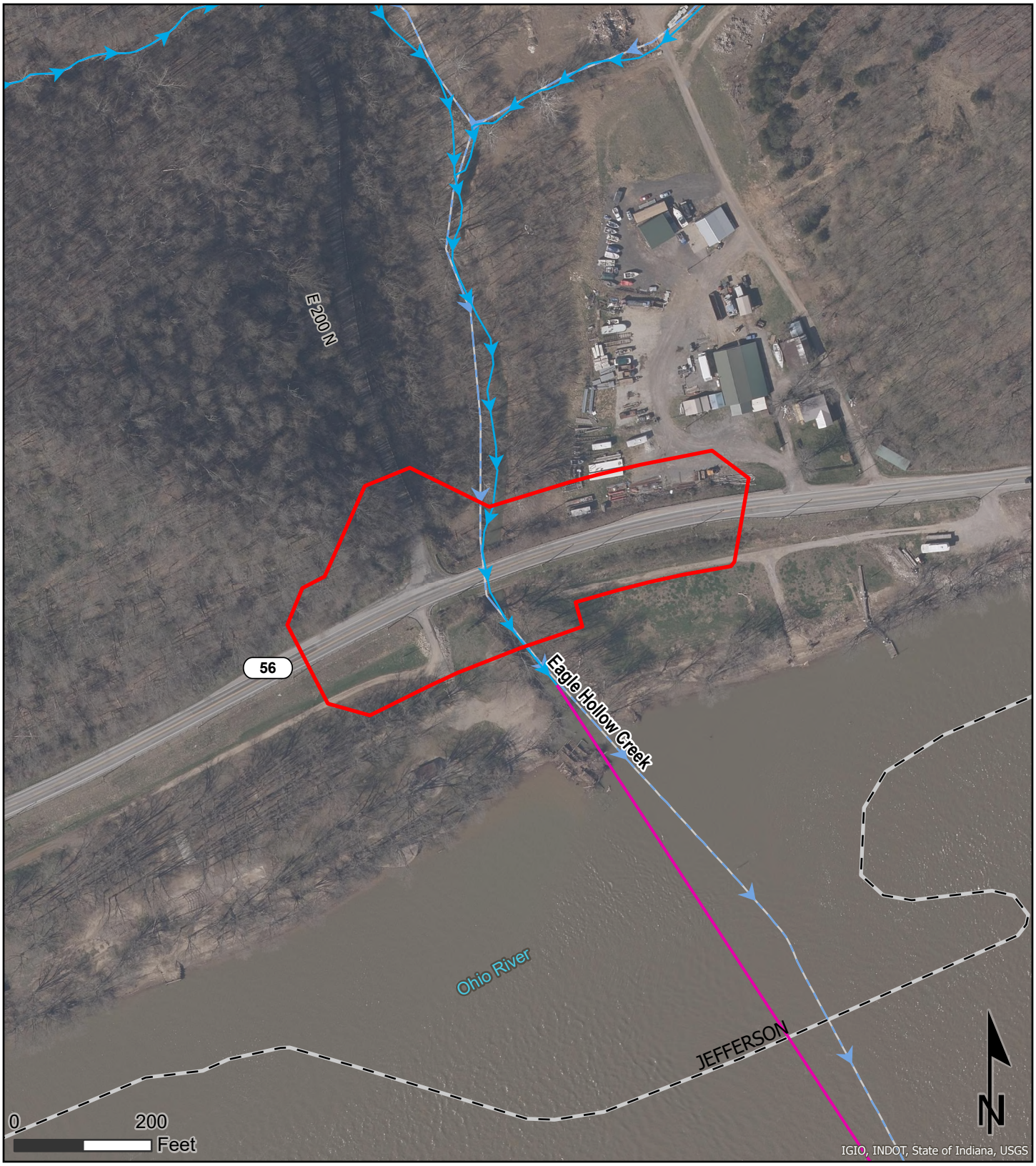
Floodplain Administrator: **Josh Cline, Floodplain Administrator**

Community Jurisdiction: **Jefferson County, County proper**

Phone: **(812) 265-8925**

Email: **josh.cline@jeffersoncounty.in.gov**

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



National Hydrography Dataset Flowlines Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

NHD Flowline (High Res.)
Investigated Area
NHD (Local Resolution)
County Boundaries
Artificial Path
Stream/River
Unclassified Drainage

HNTB	Des. No. 2002045	Sclae: 1 in = 200 ft	August 18, 2025
			Author: KKOENIG



Delineated Features Map

SR 56 over Eagle Hollow Creek
Bridge Replacement Project
Jefferson County, Indiana

Investigated Area
OHWM Point
Culvert

Delineated Stream
Perennial

HNTB	Des. No. 2002045	Scale: 1 in = 100 ft	October 6, 2025
			Author: KKOENIG

Christina Lindstrom

From: Burskey, Jacob L <JBurskey@indot.IN.gov>
Sent: Friday, December 8, 2023 10:13 AM
To: Susan Harrington
Cc: Curry, Jennifer; Bowman, Sandra A; Daniel Miller; Christina Lindstrom
Subject: RE: Karst Coordination - SR 56 over Eagle Hollow Creek - Des No 2002045
Attachments: USP DISCOVERY OF KARST FEATURES.pdf

Hi Susan,

At this time, EWPO does not recommend that a karst investigation be completed for this project. Based on a desktop review, there is no indication of the presence of subsurface karst features in the investigated area. EWPO does advise that the attached karst USP be added to the commitments database for this project in the event of discovery of potential features during construction.

Thanks

Jacob Burskey
Central Office (Seymour District Specialist)- Ecology, Waterway Permitting, & Stormwater Office
100 N Senate Ave, N758 – Environmental Services
Indianapolis, IN 46204-2216
Phone: 317-646-2266
Email: jburskey@indot.in.gov



From: Susan Harrington <sharrington@HNTB.com>
Sent: Tuesday, December 5, 2023 2:28 PM
To: Burskey, Jacob L <JBurskey@indot.IN.gov>
Cc: Curry, Jennifer <JCurry1@indot.IN.gov>; Bowman, Sandra A <SBowman@indot.IN.gov>; Daniel Miller <danmiller@HNTB.com>; Christina Lindstrom <clindstrom@HNTB.com>
Subject: Karst Coordination - SR 56 over Eagle Hollow Creek - Des No 2002045

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

Hello Jake,
We are working on a bridge replacement project in Jefferson County. The RFI (see attached) indicated that a portion of the project area is within a cave density area, and a sinkhole area is 0.25 mile northwest of the project. Coordination with INDOT Ecology and Waterway Permitting was recommended. Do we need any additional analysis regarding karst?
Thank you!
Susan

Susan Harrington
Environmental Planner V
Tel (317) 917-5233 **Cell** (317) 902-0672 **Email** sharrington@hntb.com

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Categorical Exclusion

Appendix G: Public Involvement

Job #21SU069

NOTICE OF SURVEY

October 29, 2021

Example Notice of Survey Letter

RE: PROJECT: State Road 56 over Eagle Hallow Creek
Bridge Replacement Project
Madison, Indiana

Dear Property Owner:

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

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

The survey work will include mapping the location of features such as buildings, trees, fences, and drives, and obtaining ground elevations. This work is necessary for the proper planning and design of the Bridge Replacement Project. Please be assured of our sincere desire to cause you as little inconvenience as possible during the survey. If any problems do occur, please contact our field crew, or contact me at the phone number or address shown below.

We do appreciate your input regarding any issues that this project may encounter during the design phase. Included with this notice is a short questionnaire that you can fill out and return to us in the enclosed self-addressed stamped envelope. Thank you, in advance, for your participation in this process.

Sincerely,

SJCA Inc.

Corey A. Chenault

Corey A. Chenault
Survey Crew Coordinator
CChenault@SJCAinc.com

Categorical Exclusion

Appendix H: Air Quality

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2026 - 2030

SPONSOR	CONTRACT # / LEAD DES	PROJECT GROUP #	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Toal Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2026	2027	2028	2029	2030
Jefferson County																		
Jefferson County	2300034	2	Init.	IR 1009	Bridge Inspections	Seymour	0	STBG	$307,311.86	Local Bridge Program	PE	$131,532.17	$0.00	$5,085.94	$120,879.78	$5,566.45		
										Local Funds	PE	$0.00	$32,883.03	$1,271.48	$30,219.94	$1,391.61		
Performance Measure Impacted: Bridge Condition																		
Location: Countywide Bridge Inspection and Inventory for cycle years 2024-2027																		
Jefferson County	2400784	2	Init.	IR 1009	Bridge Inspections	Seymour	0	STBG	$338,043.04	Local Funds	PE	$0.00	$32,835.89				$31,437.26	$1,398.63
										Local Bridge Program	PE	$131,343.59	$0.00				$125,749.06	$5,594.53
Performance Measure Impacted: Bridge Condition																		
Location: Countywide Bridge Inspections and Inventory Program for cycle years 2028-2031																		
Indiana Department of Transportation	40420 / 1700193		Init.	SR 56	Slide Correction	Seymour	.105	STBG	$3,007,816.92	Road Construction	CN	$2,027,608.00	$506,902.00	$2,534,510.00				
Performance Measure Impacted: Safety																		
Location: 4.7 miles E of the E Jct of US 421																		
~~Comments:Include DES 1700193~~																		
Indiana Department of Transportation	43297 / 2002045		Init.	SR 56	Bridge Replacement	Seymour	0	STBG	$5,318,645.00	Bridge Construction	CN	$3,650,817.60	$912,704.40				$50,000.00	$4,513,522.00
Performance Measure Impacted: Bridge Condition																		
Location: Over Eagle Hollow Creek, 01.89 mile E of US 421																		
Comments:Include DES 2002045																		
Indiana Department of Transportation	43297 / 2002045		A 03	SR 56	Bridge Replacement	Seymour	0	STBG	$5,756,834.26	Bridge ROW	RW	$8,800.00	$2,200.00	$11,000.00				
Performance Measure Impacted: Bridge Condition																		
Location: Over Eagle Hollow Creek, 01.89 mi E of US 421																		
Comments:ADD RW $11,000 in FY2026																		
Madison	43639 / 2002981	1	Init.	ST 2369	HMA Overlay, Preventive Maintenance	Seymour	4.6	STBG	$5,000,000.00	Group III Program	CN	$3,872,000.00	$0.00		$3,872,000.00			
										Local Funds	CN	$0.00	$968,000.00		$968,000.00			
Performance Measure Impacted: Pavement Condition																		
Location: Main Street (Former SR56) from SR 62 to McIntire Street																		
Comments:Include DES 2002981																		
Jefferson County	43654 / 2002980		Init.	IR 1591	Bridge Replacement	Seymour	.1	STBG	$1,901,070.00	Local Funds	CN	$0.00	$317,400.00	$317,400.00				

Report Created:3/27/2026 12:31:10PM

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

Categorical Exclusion

Appendix I: Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated April 2025)

ProjectNumber	SubProjectCode	County	Property
1800161	1800161H	Jefferson	Clifty Falls State Park
1800171	1800171C	Jefferson	Clifty Falls State Park
1800177	1800177A	Jefferson	Clifty Falls State Park
1800183	1800183	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800218	1800218	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800305	1800305D	Jefferson	Clifty Falls State Park
1800312	1800312C	Jefferson	Clifty Falls State Park
1800363	1800363F	Jefferson	Clifty Falls State Park
1800409	1800409	Jefferson	Clifty Falls State Park & Clifty Canyon Nature Preserve
1800413	1800413K	Jefferson	Clifty Falls State Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with Indiana State Parks, Community Grants & Trails Section, should occur.

Excerpt

Routine Bridge Inspection Report



Structure Information

Structure:	056-39-00092	Facility Carried:	SR 56
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK

Inspection Information

Inspection Date:	08/19/2024	Lead Inspector:	Jessica Waggoner
Inspection Type:	Routine	Additional Inspectors:	

Condition Ratings Summary

(58) Deck:	**N**	(60) Substructure:	**N**
(58.01) Wearing Surface:	**N**	(61) Channel / Channel Protection:	**6**
(58.02) Joints:		(62) Culverts:	**5**
(58.05) Approach Slabs:	**N**	(71) Waterway Adequacy:	**6**
(59) Superstructure:	**N**	(72) Approach Roadway Alignment:	**8**
(59.01) Paint:	**N**	(113) Scour Critical Bridge:	**8**

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Routine Inspection Summary

General Inspection Notes:
Overall the structure is in fair condition. All cardinal directions in this report are based on the roadway direction of travel and not compass readings.

Maintenance / Recommendations:
There are no open maintenance items.

Bridge History:
1930 : New Bridge : DES # Unknown - Contract # B-0377

SPMS:

There is a Bridge Replacement scheduled to let on 07/11/2029 under DES# 2002045, Contract # B-43297.

Field Notes / Access Plan:
The best way down is from Eagle Hollow Road to the northwest. Enter from the west about 50 to 100 yards north of the structure and walk downstream from there. If the water is up there is no safe means of access.

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Identification

(1) State Code:	185 - Indiana	(12) Base Highway Network:	Inventory Route is not on the Base Network
(8) Structure:	020350	(13A) Inventory Route:	
(5) Inv. Route:	1 - 3 - 1 - 00056 - 0	(13B) Subroute Number:	
(2) Highway Agency District:	5 - Seymour	(16) Latitude:	38.73628
(3) County Code:	039 - Jefferson	(17) Longitude:	-85.33839
(4) Place Code:	00000 - N/A	(98) Border	
(6) Features Intersected:	EAGLE HOLLOW CREEK	(A) State Name:	
(7) Facility Carried:	SR 56	(B) Percent:	
(9) Location:	01.89 E US 421	(99) Border Bridge Struct. No:	
(11) Milepoint:	0017.750		

Age Of Service

(27) Year Built:	1930	(19) Bypass Detour Length:	013
(106) Year Reconstructed:	0000	(29) ADT:	002759
(42) Type Of Service		(30) Year Of ADT:	2021
(A) On Bridge:	1 - Highway	(109) ADTT:	10
(B) Under Bridge:	5 - Waterway	(114) Future ADT:	004000
(28) Lanes		(115) Year Of Future ADT:	2030
(A) On Bridge:	02		
(B) Under Bridge:	00		

Structure Type And Material

(43) Main Spans:		(45) No. Of Spans In Main Unit:	001
(A) Kind Of Material:	1 - Concrete	(46) No. Of Approach Spans:	0000
(B) Type Of Design:	19 - Culvert (includes frame culverts)	(107) Deck Structure Type:	N - N/A
(44) Approach Spans		(108) Wearing Surface	
(A) Kind Of Material:	0 - Other	A) Wearing Surface:	N - N/A
(B) Type Of Design:	00 - Other	B) Deck Membrane:	0 - None
		C) Deck Protection:	N - N/A

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Classification

(20) Toll:	3 - On Free Road. The structure is toll-free and carries a toll-free highway.	(21) Maint Responsibility:	01
(22) Owner:	01 - State Highway Agency	(26) Functional Class:	06
(37) Historical Significance:	5 - Not eligible	(100) Strahnet Highway:	0 - The inventory route is not a STRAHNET route.
(101) Parallel Structure:	N - No parallel structure exists.	(102) Direction Of Traffic:	2 - 2-Way Traffic
(103) Temporary Structure:		(104) NHS Inventory:	0 - Inventory Route is not on the NHS
(105) Federal Lands Highways:	0 - Not Applicable	(110) DES National Network:	Inventory route on National Truck Network
(112) NBIS Bride Length:	Yes		

Geometric Data

(48) Length Of Max Span:	0060.0	(35) Structure Flared:	0 - No Flare
(49) Structure Length:	00062.0	(10) Inv Rte, Min Vert Clearance:	99.99
(50) Curb/Sidewalk Widths		(47) Tot Horiz Clearance:	025.8
(A) Left:	00.0	(53) Vert Clear Over Br Rdwy:	99.99
(B) Right:	00.0	(54) Min Vertical Underclearance:	
(51) Brdg Rdwy Width Curb- To-Curb:	028.0	A) Reference Feature:	N
(52) Deck Width, Out-To-Out:	028.0	B) Min Vert Underclear:	00.00
(32) Approach Roadway:	026.0	(55) Lateral Underclearance Right:	
(33) Bridge Median:	0 - No Median	A) Reference Feature:	N
(34) Skew:	00	B) Min Lateral Underclear:	000.0
		(56) Min Lateral Underclear On Left:	00.0

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Inspections

(90) Inspection Date:	08/16/2022	(91) Designated Iinspection Frequency:	24
(92) Critical Feature Inspection		(93) Critical Feature Inspection Date	
A) NSTM Insp Req / Freq:	N	A) NSTM Date:	
B) Underwater Insp Req / Freq:	N	B) Underwater Insp Date:	
C) Special Insp Req / Freq:	N	C) Special Insp Date:	

Proposed Improvements

(75A) Type Of Work:			
(75B) Work Done By:			
(76) Length Of Improvement:	00000.0	(94) Bridge Improvement Cost:	000000
(97) Year Of Improvement Cost Estimate:		(95) Roadway Improvement Cost:	000000
		(96) Total Project Cost:	000000
Comments:			

Navigation Data

(38) Navigation Control:	0	(39) Navigation Vertical Clear:	000.0
(111) Pier Or Abutment Protection:		(116) Minimum Navigation Verti.Clearance, Vert. Lift Bridge:	
		(40) Nav Horizontal Clearance:	0000.0

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Load Rating & Posting

5.1 – Loads And Load Ratings		Legacy Coding	
B.LR.01 - Design Load	H20	(65) Inventory Rating Method	0
B.LR.02 - Design Method	LFD	(66) Inventory Rating	72.22
B.LR.03 - Load Rating Date		(63) Operating Rating Method	0
B.LR.04 - Load Rating Method	EJ	(64) Operating Rating	99.99
B.LR.05 - Inventory Load Rating Factor	2.00	(31) Design Load	4
B.LR.06 - Operating Load Rating Factor	3.35	(70) Bridge Posting	5
B.LR.07 - Controlling Legal Load Rating Factor	3.01	(41) Structure Open/Posted/Closed	A
B.LR.08 - Routine Permit Loads	C	Tons Posted	
		Date Posted/Closed	

5.2 – Load Posting Status		Posting – Emergency Vehicles (Ton)
B.PS.01 - Load Posting Status	PO	Emergency Vehicle Sign
B.PS.02 - Posting Status Change Date		Posted Tonnage (Single Axle) EV
		Posted Tonnage (Tandem) EV
		Posted Tonnage (Gross) EV

Posting – Commercial Vehicle (Ton)
Commercial Vehicle Sign
Posted Tonnage (Single Axle) CV
Posted Tonnage (Gross) CV
Posted Tonnage (2-axle) CV
Posted Tonnage (3-axle) CV
Posted Tonnage (4-axle) CV
Posted Tonnage (5-axle) CV
Posted Tonnage (6-axle) CV

Maximum Allowable Tonnages

*Actual posted values may not exceed those as shown below

Weight Limit
Tons

Emergency Vehicle Weight Limit
Single Axle T
Tandem T
Gross T

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

National Bridge Inventory Condition Ratings

(58) Deck:	N - Not Applicable
(58.01) Wearing Surface:	N - Not Applicable
(58.02) Joints:	
Joint Type:	Joint Location: No Joints Present
(58.05) Approach Slabs:	N - Not Applicable
(58.06) Terminal Joints:	N - No terminal joint
(59) Superstructure:	N - Not Applicable
(59.01) Paint:	N - Not Rated / N/A — Paint Year:
(59.02) Bearings:	Bearing Type: N
(60) Substructure:	N - Not Applicable
(61) Channel / Channel Protection:	6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.

The channel is very steep. The north (US) end of the channel is typically dry unless there is backwater from the Ohio River. There is moderate to heavy erosion of the banks that does not extend to the base of the structure.See Executive Summary for access guidance.

(62) Culverts:	5 - Moderate or major deterioration or disintegration.

There is moderate to wide width longitudinal cracking with efflorescence and staining running the length of the arch underside around the construction joints.
There is a 15' area of map cracking along the north arch ring at the northeast corner.
There is moderate staining and efflorescence at the weep holes.
There is minor map cracking throughout the barrel.

INDOT Defined Condition Ratings

Concrete Slopewall:	N - No concrete slopewall
Birds Present?:	No
Bats Present?:	No

Structure:	056-39-00092	Facility Carried:	SR 56	Inspector:	Jessica Waggoner
NBI Number:	020350	Features Intersected:	EAGLE HOLLOW CREEK	Inspection Date:	08/19/2024

Appraisal

(71) Water Adequacy:	6 - Occasional overtopping of approaches - insignificant delays

The structure holds backwater for the Ohio River, and can flood when the river is too high.

(72) Approach Roadway Alignment:	8 - Equal to present desirable criteria

No reduction of speed is needed.

36A) Bridge Rails:	N - NA / Safety feature not required
36B) Transitions:	N - NA / Safety feature not required
36D) Approach Guardrail Ends:	1 - Meets acceptable standards

Sufficiency Rating:	68.0	(67) Structural Evaluation:	5
Status:	0	(68) Deck Geometry:	4
		(69) Underclearances, Vertical & Horizontal	N

Scour Critical Bridge Appraisal

Bridge Inspection Scour Appraisal

(113) Scour Critical Bridges:	8 - Stable for scour conditions

There is moderate to heavy erosion of the banks that does not extend to the base of the structure.

Scour Critical Safety Status:	A - Bridge is NOT scour Critical based on analysis findings
Countermeasures Placed/Verified:	
Bridge Inspection Comments:	The structure type is not susceptible to scour.

Hydraulic Scour Analysis Determination

Scour Analysis Status:	
Scour Analysis Date:	
Scour Analysis Determination:	
Hydraulics Comments:	

ADDENDUM No. 1
TO ENGINEER'S ASSESSMENT

Excerpt

Project Number:	2002045
Route / Feature Crossed:	SR 56 over Eagle Hollow Creek
Project Location:	1.89 miles east of US 421
Date:	07/15/2022

ADDENDUM JUSTIFICATION:
The Engineer's Assessment provided by INDOT recommends a three-span prestressed beam bridge replacement. The addendum provided by HNTB includes a brief description, additional level one design criteria evaluated, and an alternatives analysis between prestressed beams and steel beams. It also includes site visit meeting minutes, and superstructure type analysis and cost comparison.

REVISION TO ORIGINAL SCOPE DOCUMENT:
The Engineer's Assessment is being revised as follows:

- Revised Environmental Restrictions to include anticipated necessary environmental document and permits required.
- Evaluation of maintenance of traffic as directed in the Engineer's Assessment.
- Revised design exceptions.
- Revised the evaluation of vertical profile due to hydraulic analysis requiring a profile grade raise.
- Added a cut wall along Eagle Hollow Road due to intersection realignment and the steep slope at the edge of pavement.
- Added superstructure type alternatives analysis with relevant roadway geometry and design to summarize the economic evaluation and provide a preferred alternative recommendation.

Does the revision change the project's Purpose & Need statement?	☐ Yes	☒ No
Does the revision change the project's recommended alternative?	☒ Yes	☐ No

ALTERNATIVE ANALYSIS, REVISE as follows:

VII. DESIGN ALTERNATIVES AND PROJECT RECOMMENDATIONS

The deviations from the Engineer's Assessment include a profile grade raise due to the 2-foot freeboard required above the Q100 elevation of Eagle Hollow Creek calculated in the hydraulic report submitted to INDOT on 03/07/2022. In addition, a cut wall will be required to the west of Eagle Hollow Road to account for the realignment of the intersection of SR 56 and Eagle Hollow Road.

The proposed structure is based on the recommendations of the Bridge Scoping Application Report Project prepared by INDOT in July 2020. The Report recommends a new bridge carrying SR 56 over Eagle Hollow Creek. Structure types were examined using comprehensive evaluation criteria. There are a number of superstructure types applicable to this bridge geometry, per the Indiana Design Manual. Using past experience with these structure types and

preliminary cost estimates based on bridge size, all but the following structure types were eliminated.

All alternatives considered to carry SR 56 over Eagle Hollow Creek are three-span configurations: a steel girder bridge on integral end bents with spill slopes and a precast prestressed concrete hybrid bulb tee beam bridge on integral end bents with spill slopes. The spans were determined by tying proposed spill slopes into the existing channel geometry and providing a 5'-0" wide wildlife crossing on either side of the channel. This results in the span arrangement of 45’-56’-45’ with a total length of 146’-0”. A minimum of four beam lines was used in each alternative to maximize efficiency of the cross section and allow for future phased construction, as required. It is assumed that the end bents will be on piles that are cored into bedrock and the piers will be on spread footings on bedrock.

Based on the existing channel geometry and gross waterway area requirements, a single-span steel girder bridge on full-height abutments was considered, but eliminated. The structure would introduce a significant profile grade raise, and fill behind the full height abutments would be susceptible to washing out due to the structure’s proximity to the Ohio River during flood events.

A. Bridge Structure Replacement

The section will be superelevated to 5.0%, which is more than the 3.1% superelevation on the existing bridge. The 5.0% superelevation will not only improve existing superelevation closer to meeting the Level One Design Criteria, but will also improve the tie-in with the existing intersection of SR 56 and N Eagle Hollow Road without a major increase of project limits on SR 56.

The proposed bridge lane widths and horizontal stopping sight distance do not meet governing design criteria and Level One Design Exceptions are anticipated. The proposed bridge shoulder widths (4’-0” usable, 3’-0” paved) do meet governing design criteria and a Level One Design Exception is not anticipated. The proposed lane widths will match existing widths throughout the corridor and shoulder widths will tie into the existing shoulder widths at the ends of the project limits. An evaluation of adequate intersection sight distance based on the proposed clear roadway width will be performed for the future Stage 1 Plan submittal, accounting for the intersection of SR 56 and N Eagle Hollow Road.

Deviations from the Engineer’s Assessment have been discussed with INDOT Seymour District Bridge Asset Engineer. See Attachment E for Meeting Minutes and Concurrence.

Crash data indicates crashes near the bridge and has been included in Attachment D. Potential improvements to the roadway geometry or adding additional signage will be investigated in future submittals.

Structure types were examined using comprehensive evaluation criteria. The objective of all alternatives is to replace the existing bridge, meet the 2’-0” minimum freeboard over Eagle Hollow Creek, and install MASH compliant bridge rails and guardrails. Metalizing and galvanizing

were considered in addition to weathering steel and painted steel superstructures. Use of weathering steel will be coordinated with the District in the future due to the clearance of the steel over the water being more than 10 feet as described in IDM 407-2.01(01). The cost in the estimates below reflect galvanized steel girders due to the reduced life cycle cost compared to painted steel.

Two superstructure alternatives were considered (maximum grade raise includes meeting 2'-0" freeboard on Eagle Hollow Creek):

Alternative	Description	Maximum Grade Raise	Span Lengths	Depth of Beam/Girder Used
Alternative 1	Three-Span Steel Girder Bridge on Integral End Bents with Spill Slopes	3.4"	45-56-45 ft	25"
Alternative 2	Three-Span Precast Prestressed Concrete HN 36x49 Bulb-Tee Beam Bridge on Integral End Bents with Spill Slopes	16.0"	45-56-45 ft	36"

VIII. DESIGN FEATURES

The structure will be built on a crest curve to account for the profile grade raise and tie back into the existing vertical alignment.

The vertical alignment is set to provide the minimum required freeboard of 2'-0" over Eagle Hollow Creek. The change in the vertical alignment of Eagle Hollow Road will be addressed within the limits of the horizontal realignment of Eagle Hollow Road.

XI. TRAFFIC MAINTENANCE DURING CONSTRUCTION

During construction, it is proposed that SR 56 will be closed, and traffic will be detoured due to the low AADT and significant added construction costs of constructing a temporary runaround. The proposed official detour for SR 56 is 50 miles long, using US 421 and SR 129. A detour route through Kentucky using US 421, Kentucky SR 36, US 42, Kentucky 1039, and SR 56 was considered, but eliminated due to the additional coordination and cost required to utilize Kentucky roads.

A Significant Work Zone Impact Determination form was completed, and the project was determined to be non-significant. Concurrence was provided by the Seymour District Project Scoping Manager, Abby Mantsch. See Attachment B for worksheet and concurrence.

XIII. COST ESTIMATE

Total costs are summarized below. See Attachment A for the Superstructure Type Analysis and Cost Comparisons. Major cost differences that have been included in this Addendum are excavation and cut wall pay items for the cut wall along Eagle Hollow Road and the profile grade raise to meet the 2' freeboard of Eagle Hollow Creek.

Alternative 1 includes the cost to galvanize the steel beams. Based on the shorter beam depth which limits grade raise and life cycle costs, **Alternative 1 is the recommended alternative.**

Table 1: Summary of Construction Costs

Alternative and Description	Construction Cost	Percent Higher Than Lowest Alternative
Alternative 1 – Three-Span Steel Girder Bridge on Integral End Bents with Spill Slopes	**$4,528,000**	-
Alternative 2 – Three-Span Precast Prestressed Concrete HN 36x49 Bulb-Tee Beam Bridge on Integral End Bents with Spill Slopes	$4,666,000	3%

IDM Chapter 402-4.02 list 9 costs associated with long term use that should be considered in addition to the initial construction cost. The only consideration that plays a role in this case is the future maintenance and life cycle costs. Table 2 summarizes the cost of maintenance over the life of the structure plus the initial construction cost. The life cycle cost calculations for all alternatives are included in Attachment A.

Table 1: Summary of Total Costs

Alternative and Description	Total Cost (Life Cycle + Construction)	Percent Higher Than Low Alternative
Alternative 1 – Three-Span Steel Girder Bridge on Integral End Bents with Spill Slopes	$4,839,000	-
Alternative 2 – Three-Span Precast Prestressed Concrete HN 36x49 Bulb-Tee Beam Bridge on Integral End Bents with Spill Slopes	$4,977,000	3%

ALTERNATIVE ANALYSIS, REPLACE as follows:

XV. RELATED PROJECTS/CONSISTENCY

The INDOT Next Level Roads project database currently shows:

- DES 1700193 SR 56 Slide Correction (Q4 2024)

- DES 2002319 SR 56 HMA Overlay (Q4 2024)

- DES 2001959 SR 56 Small Structure Replacement (Q4 2024)

- DES 2000463 SR 129 HMA Overlay (Q1 2024)

- DES 2001965 SR 129 Small Structure Pipe Lining (Q1 2025)

- DES 1900089 SR 129 Bridge Replacement (Q3 2024)

- DES 2001943 US 421 Small Structure Replacement (Q1 2025)

Coordination with conflicting projects along the detour route will be required prior to letting.

Does the revision change the project's cost estimate? ☒ Yes ☐ No

Estimated Total Project Costs	*Revised Amount*	*Original Amount*	*Comments*
Right of Way Purchase			No Change
Right of Way Services			No Change
Preliminary Engineering			No Change
Railroad PE			No Change
Railroad CN			No Change
Utilities PE (UT1)			No Change
Utilities CE (UT2)			No Change
Construction Total:	$4,528,000	$1,612,000	
Other Considerations			No Change
TOTAL:	$4,528,000	$1,612,000	

Does the revision change the project's environmental impacts? ☒ Yes ☐ No

XIV. ENVIRONMENTAL CONSIDERATIONS

Categorical Exclusion Level 2 is anticipated and will be prepared by HNTB.

Commitments for bats are anticipated to be required. A Construction Stormwater General Permit, IDEM 401/ USACE 404 RGP, and CIF permits are anticipated to be required and will be prepared by HNTB.
This bridge is not eligible for listing in the National Register of Historic Places according to the Indiana Historic Bridge Inventory. Cut into the north slopes may require an archaeological investigation and an existing stone wall was present in the northeast quadrant.

Does the revision require additional Right-of-Way? ☐ Yes ☒ No

Does the revision change the project's schedule (design or construction)? ☐ Yes ☒ No

Does the revision require additional coordination with utility companies? ☐ Yes ☒ No

ADDENDUM CONCURRENCE

This document was prepared by:

07/26/2022

Jason Schade, PE
HNTB Bridge Project Manager

Reviewed by:

7/29/2022

Adam Pyle
Bridge Asset Engineer, Seymour District

Approved by:

[Date] 08/04/2022

Robert Tally
System Asset Manager, Seymour District

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require approximately 0.8 acre of permanent right-of-way acquisition. 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 Jefferson County. The community that overlaps the project area is called the affected community (AC). In this project, there are two ACs, Block Group 4 of Census Tract 9665 and Block Group 3 of Census Tract 9660.

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 2018-2022 American Community Survey 5-Year estimates was obtained on December 27, 2023, by HNTB. The data collected for minority and low-income populations within the AC are summarized in the below table.

	Table: Minority and Low-Income Data (2018-2022 American Community Survey 5-Year Estimates)		
	COC – Jefferson County	**AC-1 – BG 4, Census Tract 9665**	**AC-2 – BG 3, Census Tract 9660**
Percent Minority	12.86	6.39	11.04
125% of COC	16.07	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	7.91	8.28	3.02
125% of COC	9.89	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No

Block Group 4 of Census Tract 9665 has a percent minority 6.39%, which is below 50% and below the 125% COC threshold (16.07%). Therefore, Block Group 4 of Census Tract 9665 does not contain minority populations of EJ concern.

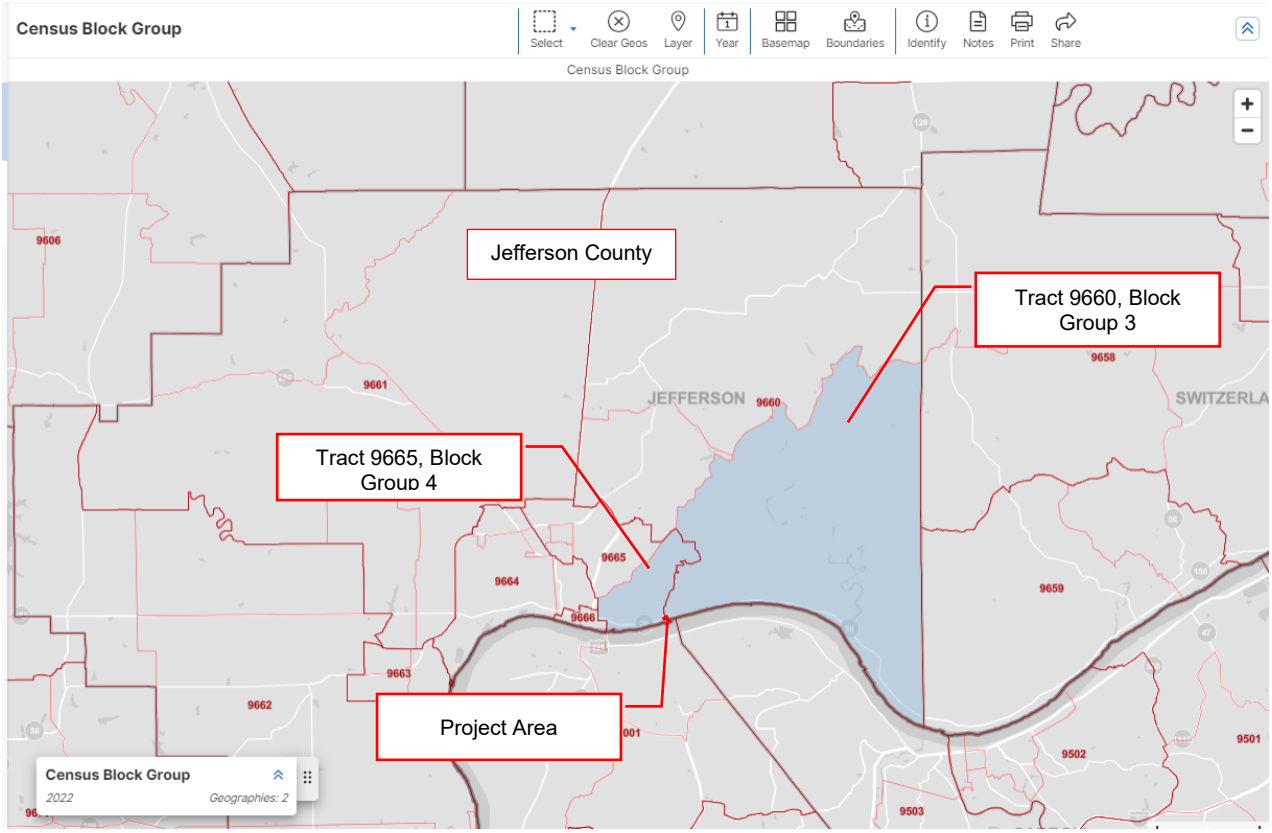
Block Group 3 of Census Tract 9660 has a percent minority of 11.04%, which is below 50% and below the 125% COC threshold (16.07%). Therefore, Block Group 3 of Census Tract 9660 does not contain minority populations of EJ concern.

Block Group 4 of Census Tract 9665 has a percent low-income of 8.28%, which is below 50% and below the 125% COC threshold (9.89%). Therefore, Block Group 4 of Census Tract 9665 does not contain low-income populations of EJ concern.

Block Group 3 of Census Tract 9660 has a percent low-income of 3.02%, which is below 50% and below the 125% COC threshold (9.89%). Therefore, Block Group 3 of Census Tract 9660 does not contain low-income populations of EJ concern.

This project proposes to acquire right-of-way from a commercial property in the northeast quadrant of the project area, in Block Group 4, from a recreational property to the south of SR 56 in Block Group 3, and from forested area to the north of SR 56 in both block groups. There are no potential relocations related to this project. No populations of EJ concern were identified during this analysis. Therefore, the SR 56 over Eagle Hollow Creek Bridge Replacement Project will not result in disproportionately high and adverse impact permanent impacts to communities with EJ concerns.

This EJ analysis was submitted to INDOT ESD on February 8, 2024, and INDOT ESD provided their concurrence on February 14, 2024. In the table above, the values reported for Minority Populations are actually for Low-Income Populations, and the values for Low-Income Populations are actually for Minority Populations.
The analysis also indicates there are no EJ concerns, but further review indicated one potential EJ population is present in the vicinity of the project. No adverse impacts are expected.


Census Block Group
Select
Clear Geos
Layer
Year
Basemap
Boundaries
Identify
Notes
Print
Share
Census Block Group
Jefferson County
Tract 9660, Block Group 3
Tract 9665, Block Group 4
Project Area
JEFFERSON
SWITZERLA
9606
9661
9660
9658
9665
9664
9666
9659
9663
9662
9001
9502
9501
9503
Census Block Group
2022
Geographies: 2

	COC	AC 1	AC 2
	Jefferson County, Indiana	Block Group 4; Census Tract 9665	Block Group 3; Census Tract 9660
LOW-INCOME			
Total Population for whom poverty status is determined (estimated)	30,942	1,111	1,395
Total Population Below Poverty Level (estimated)	3,979	71	154
Percent low-income	12.86	6.39	11.04
125 percent of COC	16.07	7.99	13.80
Potential Low-income EJ Impact?		No	No
MINORITY			
Total Population (all races)	33,057	1,111	1,523
Not Hispanic or Latino: White alone	30,442	1,019	1,477
Number Non-white/Minority	2,615	92	46
Percent Non-White/Minority	7.91	8.28	3.02
125 percent of COC	9.89	10.35	3.78
Potential Minority EJ Impact?		Yes	No

Table: ACSDT5Y2022.B03002

	Jefferson County, Indiana		Block Group 3; Census Tract 9660; Jefferson County; Indiana		Block Group 4; Census Tract 9665; Jefferson County; Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	33,057	*****	1,523	±439	1,111	±356
Not Hispanic or Latino:	32,045	*****	1,514	±440	1,100	±350
White alone	30,442	±74	1,477	±438	1,019	±320
Black or African American alone	686	±134	10	±19	11	±20
American Indian and Alaska Native alone	43	±40	0	±13	0	±13
Asian alone	248	±88	18	±22	0	±13
Native Hawaiian and Other Pacific Islander	0	±27	0	±13	0	±13
Some other race alone	56	±60	0	±13	0	±13
Two or more races:	570	±164	9	±17	70	±77
Two races including Some other race	28	±45	0	±13	28	±45
Two races excluding Some other race, and three or more races	542	±163	9	±17	42	±54
Hispanic or Latino:	1,012	*****	9	±18	11	±26
White alone	500	±129	9	±18	0	±13
Black or African American alone	8	±15	0	±13	0	±13
American Indian and Alaska Native alone	4	±8	0	±13	0	±13
Asian alone	0	±27	0	±13	0	±13
Native Hawaiian and Other Pacific Islander	0	±27	0	±13	0	±13
Some other race alone	242	±122	0	±13	0	±13
Two or more races:	258	±95	0	±13	11	±26
Two races including Some other race	258	±95	0	±13	11	±26
Two races excluding Some other race, and three or more races	0	±27	0	±13	0	±13

Table: ACSDT5Y2022.B17021

	Jefferson County, Indiana		Block Group 3; Census Tract 9660; Jefferson County; Indiana		Block Group 4; Census Tract 9665; Jefferson County; Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	30,942	±137	1,395	±369	1,111	±356
Income in the past 12 months below poverty	3,979	±618	154	±130	71	±61
In family households:	2,495	±531	98	±119	0	±13
In married couple	964	±315	98	±119	0	±13
All relatives	935	±313	98	±119	0	±13
Non-relatives	29	±36	0	±13	0	±13
In other families:	1,531	±431	0	±13	0	±13
Male householder, no spouse present:	360	±195	0	±13	0	±13
All relatives	256	±147	0	±13	0	±13
Non-relatives	104	±76	0	±13	0	±13
Female householder, no spouse present:	1,171	±383	0	±13	0	±13
All relatives	1,115	±379	0	±13	0	±13
Non-relatives	56	±49	0	±13	0	±13
In non-family households and other living arrangement:	1,484	±270	56	±57	71	±61
Householder:	1,118	±249	49	±56	60	±59
Living alone	965	±241	49	±56	42	±51
Not living alone	153	±84	0	±13	18	±28
Other living	366	±117	7	±13	11	±17
Income in the past 12 months at or above poverty	26,963	±633	1,241	±349	1,040	±354
In family households:	22,331	±863	1,023	±302	716	±330
In married couple	16,954	±1,059	680	±243	570	±275
All relatives	16,912	±1,055	680	±243	570	±275
Non-relatives	42	±41	0	±13	0	±13
In other families:	5,377	±701	343	±284	146	±185
Male householder, no spouse present:	2,136	±480	330	±284	52	±119
All relatives	1,845	±396	256	±191	42	±95
Non-relatives	291	±151	74	±106	10	±24
Female householder, no spouse present:	3,241	±660	13	±15	94	±143
All relatives	3,086	±661	13	±15	94	±143
Non-relatives	155	±114	0	±13	0	±13

Table: ACSDT5Y2022.B17021

	Jefferson County, Indiana		Block Group 3; Census Tract 9660; Jefferson County; Indiana		Block Group 4; Census Tract 9665; Jefferson County; Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
In non-family households and other living arrangement:	4,632	±654	218	±159	324	±180
Householder:	3,693	±419	151	±87	231	±118
Living alone	3,055	±394	94	±53	149	±100
Not living alone	638	±207	57	±60	82	±74
Other living	939	±380	67	±83	93	±100