

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

<b>Road No./County:</b>	State Road (SR) 64/Gibson County
<b>Designation Number(s):</b>	2100263
<b>Project Description/Termini:</b>	Slide Correction Project, 2.3 Miles West of I-69 to 2.4 Miles West of I-69

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

**Approval**

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

**Release for Public Involvement**

	RF	
	11/20/2023	
_____	_____	_____
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:** Sharon Anton, HNTB

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

### Part I – Public Involvement

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

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

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

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

Notice of entry letters were mailed to potentially affected property owners near the project area on August 24, 2022, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter may be found in Appendix G, pages 1-2.

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.

This is page 2 of 23 Project name: SR 64 Slide Correction Project Date: November 7, 2023

# Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

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

Sponsor of the Project: INDOT INDOT District: Vincennes

Local Name of the Facility: SR 64

Funding Source (mark all that apply): Federal  State  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 continued erosion of the slope on the north side of SR 64, from approximately 2.3 to 2.4 miles west of Interstate (I) 69, as documented in the Pavement Scoping Application report generated on April 5, 2021. The erosion, which is caused by the waterways adjacent to the road, weakens the slope along the westbound side of SR 64. The erosion undermines the pavement on the roadway shoulder, as well as potentially encroaching into the travel lanes (Appendix I, pages 1-3). Riprap was installed along the westbound slope prior to 2005, and maintenance repairs to control the stream bank erosion have been ongoing since that point. Additional grouted riprap was installed in 2020. The slide, if not repaired, would potentially cause a road closure, which would cause travel disruptions and additional travel costs in time and fuel for the traveling public.

#### **Purpose**

The purpose of the project is to prevent the roadway from failing, thus extending the service life of the roadway while avoiding more expensive alternatives, such as full roadway reconstruction, at this location.

### **PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Gibson Municipality: N/A

Limits of Proposed Work: 2.0 to 2.3 miles west of Interstate (I) 69

Total Work Length: 0.28 Mile(s) Total Work Area: 2.21 Acre(s)

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

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

<sup>1</sup>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 and the Federal Highway Administration (FHWA) intend to proceed with a slide correction project on SR 64, from

This is page 3 of 23 Project name: SR 64 Slide Correction Project Date: November 7, 2023

**Indiana Department of Transportation**

County Gibson

Route SR 64

Des. No. 2100263

approximately 2.0 miles west to 2.3 miles west of I-69. More specifically, the project is located in Section 20 of Township 2 South, Range 9 West in Center Township, Gibson County, Indiana, as shown on the United States Geological Survey (USGS) Indiana 7.5 Minute Series, Francisco Quadrangle (Appendix B, pages 1-3).

This section of SR 64 is a two-lane rural minor arterial. The posted speed limit within the project area transitions from 40 miles per hour (mph) in the western portion to 55 mph in the east. There are two 12-foot travel lanes, one in each direction, and a two-foot outside shoulder. A preventive maintenance hot-mix asphalt (HMA) overlay was completed on this section of SR 64 in 2022. Along the north side of the road, significant erosion has occurred, resulting in a steep grade that is currently being stabilized with grouted riprap to prevent further erosion. The northern roadside is characterized by a wooded area and maintained agricultural fields, with a residential yard toward the southeastern end of the project area.

The preferred alternative will relocate three existing waterways. Two of the waterways are noted on the USGS topographic map as Lost Creek and unnamed tributary (UNT) to Lost Creek. One additional waterway, UNT 2 to Lost Creek, is not noted on the USGS topographic map but was documented during the field investigation. The waterways will be relocated away from the westbound slope of SR 64 to a location further to the northeast and away from the slope, which may contain the continued deterioration of the roadway. The proposed channel alignment relocation will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts. Revetment riprap on geotextile will be placed for scour protection at the outlets of both structures, as well as along Lost Creek and UNT 1 to Lost Creek to support the waterway relocation. No pavement work is proposed for this project. Project plans are located in Appendix B, pages 18-35.

Impacts to Lost Creek, UNT 1 to Lost Creek, and UNT 2 to Lost Creek will occur due to the relocation necessary to accomplish the purpose and address the need of the project. The overall impacts of the project will be reduced to the extent possible by utilizing natural channel design to the extent practical, revegetating disturbed areas after project completion, and minimizing the use of riprap where possible while maintaining erosion control. Impact avoidance is not practical, as the waterway relocation work and riprap placement are necessary to complete the slide repair project which may avoid continued damage at this section of SR 64.

Traffic will be maintained on SR 64 during construction by with temporary lane reduction and a temporary traffic signal. Additional information on the maintenance of traffic (MOT) plan can be found in the *Maintenance of Traffic During Construction* section of this document and on the MOT plan pages (Appendix B, pages 21-24).

The preferred alternative of relocating the waterways on the westbound slope addresses the need and meets the purpose of the project to prevent SR 64 from failing and creating travel restrictions for drivers on SR 64.

The project termini extend from approximately 2.3 miles west of 2.4 west of I-69. These 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 is a reasonable expenditure of funds even if no additional transportation improvements are made, and 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.*

**No-Build Alternative**

The No-Build alternative would make no alterations to the existing waterway locations on the SR 64 westbound slope. This alternative would not involve any costs, nor would it result in environmental issue. Erosion would continue to occur, resulting in deterioration and potential failure of the SR 64 pavement at the shoulder and potentially into the travel lanes. Therefore, the No-Build alternative was not selected because it does not meet the purpose and need of the project.

## Indiana Department of Transportation

 County Gibson

 Route SR 64

 Des. No. 2100263

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

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

**ROADWAY CHARACTER:**

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

Name of Roadway	<u>SR 64</u>			
Functional Classification:	<u>Minor Arterial</u>			
Current ADT:	<u>6,394</u>	VPD (2019)	Design Year ADT:	<u>6,805</u>
			VPD (2045)	
Design Hour Volume (DHV):	<u>668</u>	Truck Percentage (%)	<u>6.06</u>	
Designed Speed (mph):	<u>55</u>	Legal Speed (mph):	<u>55</u>	

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	1 12-ft EB travel lane, 1 12-ft WB travel lane	No change
Pavement Width:	28 ft.	No change ft.
Shoulder Width:	2 (both sides) ft.	No change ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

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

**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):	<u>CV 064-026-19.15/NBI 93008115</u>	Sufficiency Rating:	<u>6 - Satisfactory (INDOT BIAS Inspection, 23 May 2019)</u> (Rating, Source of Information)
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	Existing	Proposed
Bridge/Structure Type:	Corrugated Metal Pipe (CMP)	No Change
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	N/A ft.
Outside to Outside Width:	N/A ft.	N/A ft.
Shoulder Width:	N/A ft.	N/A ft.

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s):*

This is page 5 of 23    Project name: SR 64 Slide Correction Project    Date: November 7, 2023

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

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 structure is a 54-foot long elliptical CMP with a horizontal opening of 13 feet and a vertical opening of 8 feet. The structure is located on SR 64, 3.76 miles west of the junction with SR 57, at the western edge of the project area. The facility carries Lost Creek beneath SR 64. The structure is not on or eligible for the National Register of Historic Places (NRHP). Although no work is proposed on the structure itself, the project proposes to install revetment riprap for scour protection at the outlet of the structure.

Structure/NBI Number(s): CV 064-026-19.38/NBI 93008212 Sufficiency Rating: 6 - Satisfactory (INDOT BIAS Inspection, 25 August 2020)  
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:		CMP		No change
Number of Spans:		N/A		N/A
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	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 structure is a 60-foot long elliptical CMP with a horizontal opening of 13 feet and a vertical opening of 8 feet. The structure is located on SR 64, 3.53 miles west of the junction with SR 57, at the eastern edge of the project area. The facility carries UNT 1 to Lost Creek beneath SR 64. The structure is not on or eligible for the NRHP. Although no work is proposed on the structure itself, the project proposes to install revetment riprap for scour protection at the outlet of the structure.

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

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

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

Traffic will be maintained on SR 64 during construction by with temporary lane reduction and a temporary traffic signal. The SR 64 westbound (WB) lane will be closed, and both eastbound (EB) and WB traffic will utilize the EB lane (Appendix B, pages 21-

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

24).  
 Access to all drives will be maintained during all phases of construction. 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: \$ 968,000	Right-of-Way: \$ 48,000	Construction: \$ 10,000
(2022)	(2024)	(2024)
	5,000	\$ 40,000
	(2025)	(2025)
		<u>\$ 9,696,000</u>
		(2026)

*DES 2100263 is the lead DES for a bundled contract (R-43995) which includes DES 2100168, DES 2100262, DES 2100263 and DES 2301285. Funding amounts are for the full bundle of projects.*

Anticipated Start Date of Construction: December 2025

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	N/A	N/A
Commercial	N/A	N/A
Agricultural	0.49	N/A
Forest	1.22	N/A
Wetlands	N/A	N/A
Other:	N/A	N/A
Other: Reacquisition of apparent existing right-of-way	1.16	N/A
<b>TOTAL</b>	2.87	N/A

*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 apparent existing right-of-way on SR 64 is approximately 20 feet south of the centerline and varies between approximately 30-60 feet north of the centerline. Due to discrepancies in the public record regarding right-of-way ownership and land grants that were not recorded in a timely manner, approximately 1.16 acres of reacquisition of apparent existing right-of-way will be required. The project will also require the acquisition of approximately 1.71 acres of new permanent right-of-way from agricultural and forested property on the north side of SR 64. No temporary right-of-way, advance acquisition, or easements are anticipated.

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.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

### 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 June 1, 2023, and on September 7, 2023 (Appendix C, pages 1-3).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Indiana Department of Natural Resources (IDNR) Division of Fish & Wildlife (DFW)	June 1, 2023	June 30, 2023	Appendix C, pages 5-7
Indiana Geological and Water Survey (IGWS)	September 7, 2023	September 7, 2023	Appendix C, pages 8-9
Natural Resources Conservation Services (NRCS)	June 1, 2023	September 11, 2023	Appendix C, pages 10-11
FHWA	June 1, 2023	No response received	N/A
National Park Services (NPS)	June 1, 2023	No response received	N/A
US Department of Housing and Urban Development	June 1, 2023	No response received	N/A
US Army Corps of Engineers (USACE)	June 1, 2023	No response received	N/A
INDOT, Vincennes District	June 1, 2023	June 2, 2023	Appendix C, page 4
Indiana Department of Environmental Management (IDEM) Wetlands & Stormwater Program	June 1, 2023	No response received	N/A
IDNR Division of Reclamation	June 1, 2023	June 6, 2023	Appendix C, pages 12-15
Gibson County Surveyor	June 1, 2023	No response received	N/A
Gibson County District 2 Commissioner	June 1, 2023	No response received	N/A
Gibson County Engineer	June 1, 2023	No response received	N/A
Gibson County Highway Department	June 1, 2023	No response received	N/A
Gibson County Sheriff's Office	June 1, 2023	No response received	N/A
Gibson County Emergency Management	June 1, 2023	No response received	N/A
East Gibson School Corporation	June 1, 2023	No response received	N/A
Town of Francisco Board	June 1, 2023	June 2, 2023	Appendix C, pages 16-17
Town of Francisco Volunteer Fire Department	June 1, 2023	No response received	N/A

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



## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

**SECTION B – ECOLOGICAL RESOURCES:**

<b>Streams, Rivers, Watercourses &amp; Other Jurisdictional Features</b>	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Federal Wild and Scenic Rivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total stream(s) in project area: 1,844 Linear feet      Total impacted stream(s): 1,210 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)
Lost Creek	Riverine Intermittent, Streambed, Seasonally Flooded (R4SBC)	743	510	-likely a Water of the US -moderate quality -flows northeast -Appendix F, pages 3-4 & 7
Unnamed Tributary (UNT) 1 to Lost Creek	Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC)	751	615	-likely a Water of the US -poor quality -flows northwest -Appendix F, pages 4 & 7
UNT 2 to Lost Creek	Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC)	350	85	-likely a Water of the US -poor quality -flows east to west -Appendix F, pages 4 & 7

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 2), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-11) there are 16 streams, rivers, watercourses or other jurisdictional features within the 0.5-mile search radius. There are four streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area. That number was updated to three by the site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on September 25, 2023. Please refer to Appendix F, pages 1-13 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are three likely jurisdictional streams within the project area. The USACE makes all final determinations regarding jurisdiction.

Lost Creek is an intermittent, meandering stream feature that flows northeast through the investigated area crossing perpendicularly under SR 64. Note that while the approved *Waters of the U.S. / Wetland Delineation Report* describes the overall flow direction of the stream within the investigated area as northeast, the portion within the anticipated construction limits flows from the northwest to the southeast along the SR 64 roadside, before curving to the northeast as it flows out of the project area. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and with standing water or pools in the fall and summer. Approximately 743 feet of this feature were evaluated as part of this investigation. Lost Creek has hydrologic connectivity to the Patoka River, which is a Traditionally Navigable Waterway (TNW). The substrate was silt, hardpan, and riprap. The channel is highly eroded and unstable with steep banks and undercut

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

banks. The OHWM of Lost Creek was 7 feet wide by 1 foot deep (OHWM taken at 38.3305788, -87.4371247, north of SR 64). The overall channel dimensions are 14 feet wide by 6 feet deep. Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW. Based on a qualitative assessment, this resource is a moderate quality feature based on apparent water quality and geomorphology. Lost Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, Indiana Register's listing of Outstanding Rivers and Streams, navigable waterway, or a National Rivers Inventory waterway.

UNT 1 to Lost Creek is an intermittent, meandering stream feature that flows northwest through the investigated area crossing perpendicularly under SR 64. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and no flow during the fall and summer. Approximately 751 feet of this feature was evaluated as part of this investigation. The UNT 1 to Lost Creek has hydrologic connectivity to the Patoka River, which is a TNW, via Lost Creek. The substrate was silt, hardpan, and riprap. The channel is highly eroded and unstable with steep banks and undercut banks. The OHWM of UNT 1 to Lost Creek was 3 feet wide by 0.5 feet deep (OHWM taken at 38.3298828, -87.4349281, north of SR 64). The overall channel dimensions are 14 feet wide by 5 feet deep. UNT 1 to Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW, via Lost Creek. Based on a qualitative assessment, this resource is a poor-quality feature based on apparent water quality and geomorphology. UNT 1 to Lost Creek is not listed as a Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, Indiana Register's listing of Outstanding Rivers and Streams, navigable waterway, or a National Rivers Inventory waterway.

UNT 2 to Lost Creek is an intermittent, meandering stream feature that flows southwest through the investigated area on the north side of SR 64. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and no flow during the fall and summer. Approximately 350 feet of this feature was evaluated as part of this investigation. The UNT 2 to Lost Creek has hydrologic connectivity to the Patoka River, which is a TNW, via Lost Creek. The substrate was silt and hardpan, the channel is highly eroded and unstable with steep banks. The OHWM of UNT 2 to Lost Creek was 1 foot wide by 0.5 foot deep (OHWM taken at 38.330413, -87.435982, north of SR 64). The overall channel is 8 feet wide and 5 feet deep. According to the classification codes developed by Cowardin et al. (1979), this stream feature would be classified as a Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC) resource. According to the USGS StreamStats website, (USGS StreamStats Application), UNT 2 to Lost Creek drains approximately 0.09 square mile (Attachment page 7). UNT 2 to Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW, via Lost Creek. Based on a qualitative assessment, this resource is a poor-quality feature based on apparent water quality and geomorphology

Approximately 510 linear feet of permanent impacts to Lost Creek, 615 linear feet of permanent impacts to UNT 1 to Lost Creek, and 85 linear feet of permanent impacts to UNT 2 to Lost Creek will occur due the waterway relocation and installation of revetment riprap over geotextile for scour protection. Approximately 510 linear feet of Lost Creek, 615 linear feet of UNT 1 to Lost Creek, and 85 linear feet of UNT 2 to Lost Creek will be temporarily impacted due to dewatering, which will occur in phases. A total of 1,210 linear feet of permanent impacts and 1,210 linear feet of temporary impacts are anticipated. Avoidance alternatives are not practicable, as the preferred alternative will relocate the stream within the project area and install riprap as needed in order to prevent erosion. Permits are likely to be required for stream impacts, and the anticipated impacts will meet the threshold required for mitigation under Section 404 of the Clean Water Act. Mitigation will be accomplished using the In-Lieu Fee program.

IDNR-DFW responded on June 30, 2023, with recommendations regarding the involvement of qualified stream relocation professionals, natural channel design, development of a Qualitative Habitat Evaluation Index (QHEI) and development of a mitigation plan, erosion and sediment control measures, and bank stabilization (Appendix C, pages 5-7).

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

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

**Open Water Feature(s)**

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

**Presence**


**Impacts**

Yes	No

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages 1-11) there are 17 open water feature(s) within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB. Therefore, no impacts are expected.

**Wetlands**

**Presence**

**Impacts**

Yes	No
<input type="text"/>	<input type="text"/>

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)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination

**Documentation**

<b>X</b>

**ESD Approval Dates**

September 25, 2023

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

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


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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, pages 1-11) there are 14 wetlands within the 0.5-mile search radius. There is one wetland mapped within the project area. That number was updated to zero by the site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB. Therefore, no impacts are expected.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

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

Total terrestrial habitat in project area: 2.21 Acre(s)      Total tree clearing: 1.6 Acre(s)

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

Based on a desktop review, a site visit on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is grass, shrub, and forested habitat within and adjacent to the project area. Vegetation within the project area on the roadside slope consists primarily of Kentucky blue grass (*Poa pratensis*), tall fescue (*Festuca arundinacea*) as well as weedy species such as Queen Anne’s lace (*Daucus carota*), Johnson grass (*Sorghum halepense*), and winter creeper (*Euonymus fortunei*). Wooded areas were dominated by upland woody species including green ash (*Fraxinus pennsylvanica*), sassafras (*Sassafras albidum*), black walnut (*Juglans nigra*), sugar maple (*Acer saccharum*), American elm (*Ulmus americana*), and mulberry (*Morus rubra*).

The project will require a total of approximately 2.21 acres of habitat disturbance for construction access, placement of cofferdams and dewatering systems, placement of riprap, grading, and stream relocation activities. Of that total, approximately 1.6 acres of tree clearing is anticipated for this project. Avoidance alternatives are not practicable due to the location of SR 64 relative to the existing waterways and the slide that is occurring as a result. Terrestrial habitat impacts have been minimized to the extent possible to complete the proposed scope of work. Mitigation for terrestrial habitat impacts is not anticipated. All disturbed areas will be reseeded according to the current INDOT standard specifications.

INDR DFW responded to early coordination on June 30, 2023, with recommendations regarding habitat mitigation, revegetation of bare and disturbed areas, clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season.

**Protected Species**

**Federally Listed Bats**

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

Determination Received for Listed Bats from USFWS:      NE       NLAA       LAA

**Other Species not included in IPaC**

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

**Migratory Birds**

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

*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 1-11), completed by HNTB on July 20, 2023, the IDNR Gibson

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated June 30, 2023 (Appendix C, pages 5-7), the Natural Heritage Program’s Database has been checked and found that the state species of special concern, the Woodland Box Turtle (*Terrapene carolina Carolina*), has been documented within 0.5 mile of the project area. No significant impacts to the Box Turtle are expected due to this project. An INDOT 0.5-mile bat review occurred on November 28, 2022, and did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

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 31-45). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and the NLEB. Refer to the paragraph below.

The official species list generated from IPaC indicated three other species present within the project area: the tricolored bat (*Perimyotis subflavus*) (TCB), the monarch butterfly (*Danaus plexipus*) and the whooping crane (*Grus americana*). On September 12, 2022, USFWS published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) (TCB) as endangered under the Endangered Species Act (ESA). USFWS has up to 12 months from the date the proposal was published to make a final determination to list the TCB under the ESA or withdraw the proposal. The monarch butterfly is a candidate species and is not yet listed or proposed for listing. Therefore, the species was not considered as part of this project. The whooping crane (*Grus americana*) has the status “experimental population, non-essential.” Since there is no critical habitat for these species within the project area, and they are not classified as endangered or threatened, no further coordination is needed with USFWS.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and 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 September 14, 2023, and based on the responses provided, the project was found to “may affect – not likely to adversely affect” the Indiana bat and/or the NLEB (Appendix C pages 18-30). INDOT reviewed and verified the effect finding on September 14, 2023, and requested USFWS’s review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) regarding tree clearing, temporary lighting, and making workers aware of the commitments are included as firm commitments in the Environmental Commitments section of this document.

**Geological and Mineral Resources**

- Project located within the Indiana Karst Region
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
<b>X</b>	
	<b>X</b>
<b>X</b>	

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 in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, page 3) and the RFI report (Appendix E, pages 1-11), there are no karst features identified within or adjacent to the project area.

In the early coordination response dated September 7, 2023, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages 8-9). The IGWS response indicated that there is potential mine subsidence; a high liquefaction potential; 1% annual chance flood hazard; a low potential for bedrock resources; a low potential for sand and gravel resources; and documented petroleum exploration wells, coal mines, and surface coal mines within 0.5 mile of the project area. Response from IGWS was communicated to the designer on September 29, 2023.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

Based on the RFI report (Appendix E, pages 1-11) there are twelve petroleum wells, two surface mines, and eight underground mines located within the 0.5-mile search radius. There are two underground mines mapped within the project area. In the early coordination response dated June 2, 2023, the IDNR Division of Reclamation Abandoned Mine Land Program updated that number to one. The mine, Francisco Underground, in operation. It has an unknown depth and an unknown seam thickness. The Abandoned Mine Land (AML) program has had no projects to address safety, health, or environmental hazards in relation to this mine and there have been no AML projects within the project limits (Appendix C, page 12). No impacts are expected.

### SECTION C – OTHER RESOURCES

**Drinking Water Resources**

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

**Presence**

X

**Impacts**

Yes	No
	X

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

Yes	No
	X

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

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

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on May 31, 2023, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on September 27, 2023, by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the INDOT MS4 mapper (<https://entapps.indot.in.gov/MS4>) by HNTB on May 31, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB, the aerial map of the project area (Appendix B, page 2), this project is located where there is a public water system. The public water system will not be affected because the water lines in this area are located on the south side of SR 64, outside of the project limits. An early coordination letter was sent on date June 1, 2023, to the Town of Francisco. In a phone call with HNTB on June 2, 2023, Harold Everett of the Francisco Town Board confirmed the location of the public water system in this area. No impacts are expected.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

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

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

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

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/>) was accessed on June 28, 2023, by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 9). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

<b>Farmland</b>	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*) <u>101</u>			
<i>*If 160 or greater, see CE Manual for guidance.</i>			

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

Based on a desktop review, site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB, the aerial map of the project area (Appendix B, page 2), the project will convert 1.69 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on June 1, 2023, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 101 on the AD 1006 Form (Appendix C, pages 10-11). Of the total of 2.87 acres of anticipated right-of-way to be acquired, 1.71 acres is new right-of-way and 1.16 acres is reacquisition of apparent existing right-of-way. Of the 1.71 acres of new right-of-way, 1.22 acres is forested land and 0.49 acre is agricultural land, with 1.69 acres considered to be prime farmland. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

### SECTION D – CULTURAL RESOURCES

**Minor Projects PA**      **Category(ies) and Type(s)**       **INDOT Approval Date(s)**       **N/A**

**Full 106 Effect Finding**  
 No Historic Properties Affected       No Adverse Effect       Adverse Effect

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

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input checked="" type="checkbox"/>	May 12, 2023
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	May 12, 2023
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

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

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

On May 12, 2023, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category B, Type B-10, under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1-8).

MPPA Category B-10 projects include slide corrections, slope repairs, and other erosion control measures, in undisturbed soils under the following conditions: A) 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 reports will be provided to the Division of Historic Preservation & Archaeology (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, and B) Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

On January 12, 2023, a CRA qualified professional archaeologist conducted an Archaeological Records Check and Assessment, and found that the project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. A field assessment was conducted on February 1-2, 2023. No artifacts were found, and no archaeological sites were recorded within the survey area. No further archaeological assessment is recommended. A Phase Ia Archaeology Survey Short Report was completed and submitted to DHPA for record on May 17, 2023 (Appendix D, pages 9-34). Since this project qualifies for the MPPA, no review of the Phase Ia Archaeology Survey was required.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.



**Indiana Department of Transportation**

County Gibson

Route SR 64

Des. No. 2100263

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

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

**Evaluations Prepared**

Programmatic Section 4(f)	<input type="checkbox"/>
"De minimis" Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 2 and 8) there are two potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and by the site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**




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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of four grants in Gibson County (Appendix I, page 4). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

### SECTION F – Air Quality

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

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

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

Location in STIP:

Page 60, Rural Projects List (Appendix H, page 1)

Name of MPO (if applicable):

Evansville MPO

Location in TIP (if applicable):

N/A (Gibson County receives planning assistance from the Evansville MPO, but is not included in the TIP because it is not part of the Metropolitan Planning Area)

Level of MSAT Analysis required?

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

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

The FY 2024-2028 STIP is listed based on the lead DES number in the contract. The original lead DES number for this contract was 2100262, and the FY 2024-2028 STIP included DES number 2100263 by reference with the contract number 43995 (Appendix H, page 1). However, the lead DES for the bundle of projects including DES 2100263 is now DES 2100168. While the 2024-2028 STIP has not yet been updated to reflect the change in Lead DES, the funding status of the project has not changed.

This project is located in Gibson County, which is currently in attainment for all criteria pollutants according to the IDEM county list of all regulated criteria pollutants ([https://www.in.gov/idem/sips/files/nonattainment\\_county\\_list.pdf](https://www.in.gov/idem/sips/files/nonattainment_county_list.pdf)). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

### SECTION G - NOISE

**Noise**

**Yes      No**

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

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.

# Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

## SECTION H – COMMUNITY IMPACTS

### Regional, Community & Neighborhood Factors

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

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

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

According to the Indiana Festivals website (<https://indianafestivals.org/>), there are six regularly scheduled festivals in Gibson County. Three of these are located in Princeton, Indiana, approximately seven miles west of the project area. The project will not result in any changes to land use, development, or community cohesion. The MOT plan may result in minor delays during project construction, but all delays will cease upon project completion.

Gibson County has an approved Americans with Disabilities Act (ADA) transition plan. There are no pedestrian facilities located on this portion of SR 64; therefore, the ADA transition plan is not applicable to this project.

### 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 2), and the RFI report (Appendix E, pages 2 and 8), there are two recreational facilities, one religious facility, one school, one railroad segment, and two pipeline segments located within the 0.5 mile of the project. There are no public facilities within or adjacent to the project area. That number was confirmed by the site visits on October 25, 2022, April 6, 2023, and July 26, 2023, by HNTB. The project will address the slide occurring on this portion of SR 64 by relocating two existing waterways from the westbound slope to the north. Project activities will not require a road closure and will not occur in the proximity of the public facilities. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

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

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

- During the development of the project were EJ issues identified?
- Does the project require an EJ analysis?

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

If YES, then:

- Are any EJ populations located within the project area?
- Will the project result in adversely high and disproportionate impacts to EJ populations?

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

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

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

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 2.87 acres 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 Gibson County. Gibson County was determined to be an appropriate COC because SR 64 is a major east-west roadway in Gibson County and is utilized by the population throughout the county. While the census tract 504.02 was also considered as a possible COC, it was determined that because this area does not encompass the nearby City of Princeton and other local communities who make use of SR 64, it would not be an appropriate COC. The community that overlaps the project area is called the affected community (AC). In this project, there are two ACs, Block Group 2 and Block Group 4 of Census Tract 504.02 (Appendix I, pages 5-6).

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 2017-2021 American Community Survey 5-Year estimates was obtained on September 13, 2023, by HNTB (Appendix I, pages 7-8). The data collected for minority and low-income populations within the AC are summarized in the below table.

Table: Minority and Low-Income Data (2017-2021 American Community Survey 5-Year Estimates)			
	<b>COC – Gibson County</b>	<b>AC-1 – CT 504.02 BG 2</b>	<b>AC-2 – CT 504.02 BG 4</b>
Percent Minority	7.8	7.4	10.4
125% of COC	9.8	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	Yes
Percent Low-Income	10.8	13.9	8.8
125% of COC	13.5	AC < 125% COC	AC < 125% COC
EJ Population of Concern		Yes	No – County

Block Group 2 of Census Tract 504.02 has a percent minority 7.4%, which is below 50% and below the 125% COC threshold (9.8%). Therefore, 2 of Census Tract 504.02 does not contain minority populations of EJ concern.

Block Group 4 of Census Tract 504.02 has a percent minority of 10.4%, which is below 50% but is greater than the 125% COC threshold (9.8%). Therefore, Block Group 4 of Census Tract 504.02 does contain minority populations of EJ concern.

Block Group 2 of Census Tract 504.02 has a percent low-income of 13.9%, which is below 50% but is greater than the 125% COC threshold (13.5%). Therefore, Block Group 2 of Census Tract 504.02 does contain low-income populations of EJ concern.

Block Group 4 of Census Tract 504.02 has a percent low-income of 8.8%, which is below 50% and below the 125% COC threshold (13.5%). Therefore, Block Group 4 of Census Tract 504.02 does not contain low-income populations of EJ concern).

This project proposes to acquire right-of-way from two agricultural parcels and one residential parcel adjacent to the north of SR 64 within the project area. There are no potential relocations related to this project. Potential burdens related to this project include right-of-way acquisition from populations of EJ concern, and temporary travel inconveniences. Approximately 2.87 acres of permanent right-of-way, consisting of 1.71 acres of new right-of-way and 1.16 acres of apparent existing right-of-way, will be necessary for the stream relocation. All of this right-of-way is Block Group 2, which has a low-income population of EJ concern. It is not possible to completely avoid right-of-way acquisition and still address the needs of the project, because the stream relocation cannot be accomplished within the existing right-of-way and must occur on the north side of SR 64 due to the location of the stream.

The SR 64 Slide Correction Project will result in permanent impacts to communities with EJ concerns through acquisition of right-

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

of-way. The project will also temporarily impact populations of EJ concern through construction-related vehicle emissions, dust, noise, and temporary lane restriction on SR 64. These temporary construction impacts will be minimized by following INDOT's Standard Specifications. Construction activities would also impact traffic operations in the project area. Lane restrictions could cause delays and/or additional travel times for local and regional travelers, school buses, emergency responders, and transit buses. However, once the project is built, populations of EJ concern will benefit from improved longevity of the roadway (Appendix I, page 7).

Overall, while this project has the potential to place temporary burdens on the community, the positive impacts of the project will benefit populations of EJ concern. Therefore, the identified populations of EJ concern are not expected to experience a disproportionately high and adverse impact from the project.

**Relocation of People, Businesses or Farms**

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

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

Number of relocations:      Residences: N/A      Businesses: N/A      Farms: N/A      Other: N/A

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

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

### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Documentation

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

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

Date RFI concurrence by INDOT SAM (if applicable): September 5, 2023

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

Based on a review of GIS and available public records, the RFI was completed on July 20, 2023, by HNTB and INDOT Site Assessment and Management (SAM) provided their concurrence on September 5, 2023 (Appendix E, pages 1-11). One leaking underground storage tank (LUST) site, two National Pollutant Discharge Elimination System (NPDES) facilities, and three NPDES pipe are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

### Part IV – Permits and Commitments

#### PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section 10 Permit)**

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

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

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

**IN Department of Natural Resources**

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

**Mitigation Required**

US Coast Guard Section 9 Bridge Permit	<input checked="" type="checkbox"/>
Others (Please discuss in the discussion below)	<input type="checkbox"/>

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

A USACE Section 404 permit and IDEM Section 401 Water Quality Certification will be required due to impacts to wetlands and streams. The anticipated stream impacts meet the threshold for mitigation, which will be accomplished using the In-Lieu Fee program.

This project is anticipated to result in greater than one acre of ground disturbance activity, therefore a Construction Stormwater General Permit (CSGP) (formerly a Rule 5 permit) will be required.

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

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

#### 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)

## Indiana Department of Transportation

County Gibson

Route SR 64

Des. No. 2100263

2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS & IDNR-DFW)
7. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
8. Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)

**For Further Consideration:**

9. If channel relocation is unavoidable, experienced professionals with backgrounds in soils, botany, ecology, fish and wildlife management, fluvial geomorphology, and engineering should design the channel relocation due to the complexity in recreating a stream channel and healthy aquatic environment. (IDNR-DFW)
10. Stream relocation requires replacement of lost qualities and characteristics on the relocated segment, which are at least equal to the original segment, and which fit the surrounding landscape. Natural channel design is applied to the relocated segment, including elements needed to complement upstream and downstream conditions. To the extent practicable, the relocated segment should have a similar cross-section, substrate, stream features, and riparian corridor and channel morphology when compared to the original segment. (IDNR-DFW)
11. A Qualitative Habitat Evaluation Index (QHEI) needs to be developed for the stream to be relocated which will be the minimum QHEI score for the relocated stream and to the extent practicable, the relocated segment will have similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment. (IDNR-DFW)
12. Do not excavate in the low flow area except for the placement of riprap. (IDNR-DFW)
13. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
14. 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)

APPENDIX TABLE OF CONTENTS

**Appendix A: INDOT Supporting Documentation**

Categorical Exclusion Level Thresholds Table ..... 1

**Appendix B: Graphics**

Project Location Map ..... 1  
Project Aerial Map..... 2  
USGS (1:24,000 scale) Topographic Map ..... 3  
Photo Location Maps ..... 4  
Site Photographs ..... 6  
Stage 2 Plans ..... 18

**Appendix C: Early Coordination**

Sample Early Coordination Letter ..... 1  
INDOT Vincennes District Environmental Services..... 4  
Indiana DNR, Division of Fish and Wildlife ..... 5  
Indiana Geological and Water Survey ..... 8  
Natural Resources Conservation Service..... 10  
Indiana DNR, Division of Reclamation - Abandoned Mine Land Program..... 12  
Town of Francisco Clerk-Treasurer..... 16  
Town of Francisco Town Board ..... 17  
USFWS Concurrence Verification Letter..... 18  
USFWS Species List ..... 31

**Appendix D: Section 106 of the NHPA**

Minor Projects Programmatic Agreement Documentation ..... 1  
Phase Ia Archaeological Reconnaissance Survey (Excerpt) ..... 9

**Appendix E: Red Flag & Hazardous Materials**

Red Flag Investigation ..... 1

**Appendix F: Water Resources**

Waters of the U.S. Report ..... 1  
Delineated Features Map..... 7  
National Wetlands Inventory Map ..... 8  
IDNR Floodplain Analysis & Regulatory Assessment..... 9  
Preliminary Jurisdictional Determination..... 10

**Appendix G: Public Involvement**

Sample NOS Letter ..... 1

**Appendix H: Air Quality**

FY 2024-2028 STIP ..... 1

**Appendix I: Additional Studies**

Abbreviated Engineer’s Report/INDOT Mini-Scope (Excerpt)..... 1  
Land and Water Conservation Fund Listing, Gibson County ..... 4  
Environmental Justice Analysis ..... 5



## APPENDIX A: INDOT SUPPORTING DOCUMENTATION

## Categorical Exclusion Level Thresholds

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

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

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

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

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

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

<sup>6</sup> 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.

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

<sup>8</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

<sup>9</sup> Potential for causing a disproportionately high and adverse impact.

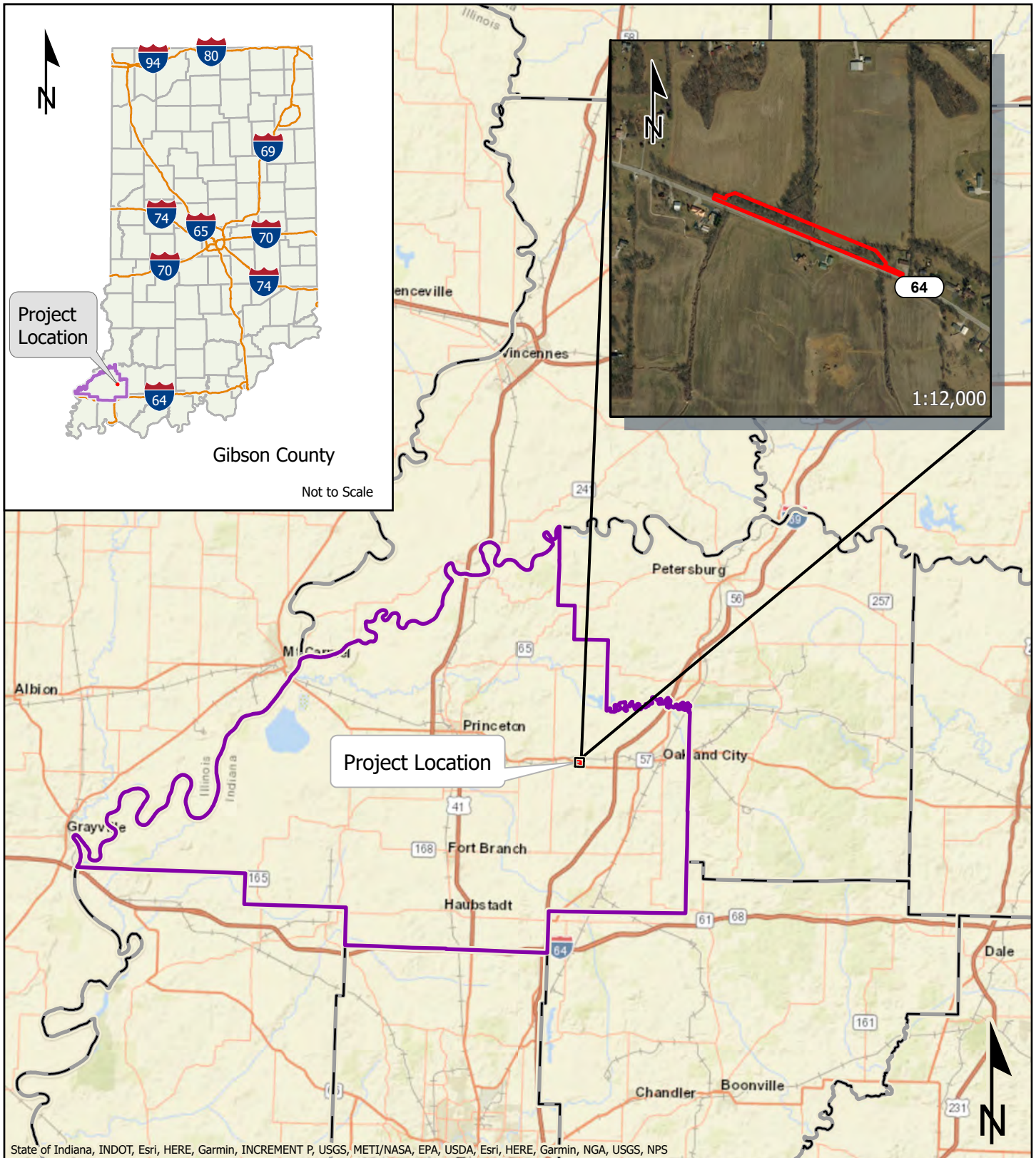
<sup>10</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

<sup>11</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

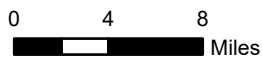
\* Includes the threatened/endangered species critical habitat

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

## APPENDIX B: GRAPHICS



- Project Area
- Gibson County
- County Boundary



### Project Location Map

SR 64, 2.3 Miles West of I-69  
 Slide Correction  
 Gibson County, Indiana

Des. No. 2100263

1 inch = 8 miles

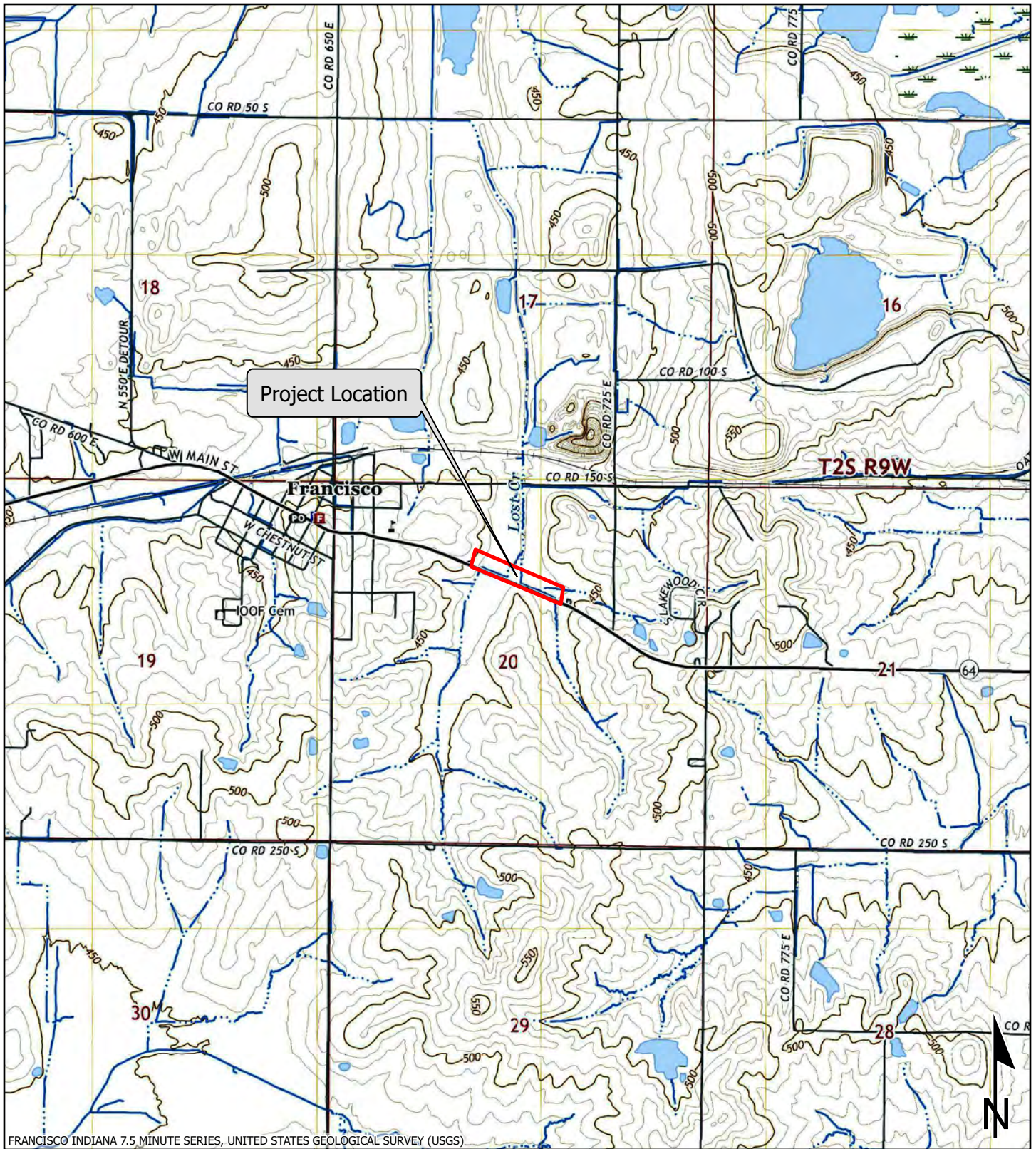


Graphics created by HNTB Corporation (2023)



State of Indiana, INDOESri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Project Area</li> <li><span style="background-color: #90EE90; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Proposed New ROW</li> <li><span style="background-color: #FFFF00; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Re-Acquisition of Apparent Existing ROW</li> <li><span style="color: blue; font-size: 1.2em; margin-right: 5px;">➤</span> Streams</li> </ul>	<p><b>Project Aerial Map</b>  SR 64, 2.3 Miles West of I-69  Slide Correction  Gibson County, Indiana</p>	
<p>0      100      200  <span style="display: inline-block; width: 100px; height: 5px; background: linear-gradient(to right, black 50%, white 50%); border: 1px solid black;"></span> Feet</p>	<p>Des. No. 2100263</p>	<p><b>HNTB</b>  Graphics created by HNTB Corporation (2023)</p>
<p>1 inch = 200 ft</p>		



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

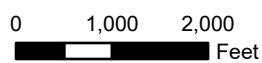
 Project Area

**USGS (1:24,000 scale) Topographic Map**

SR 64, 2.3 Miles West of I-69

Slide Correction

Gibson County, Indiana

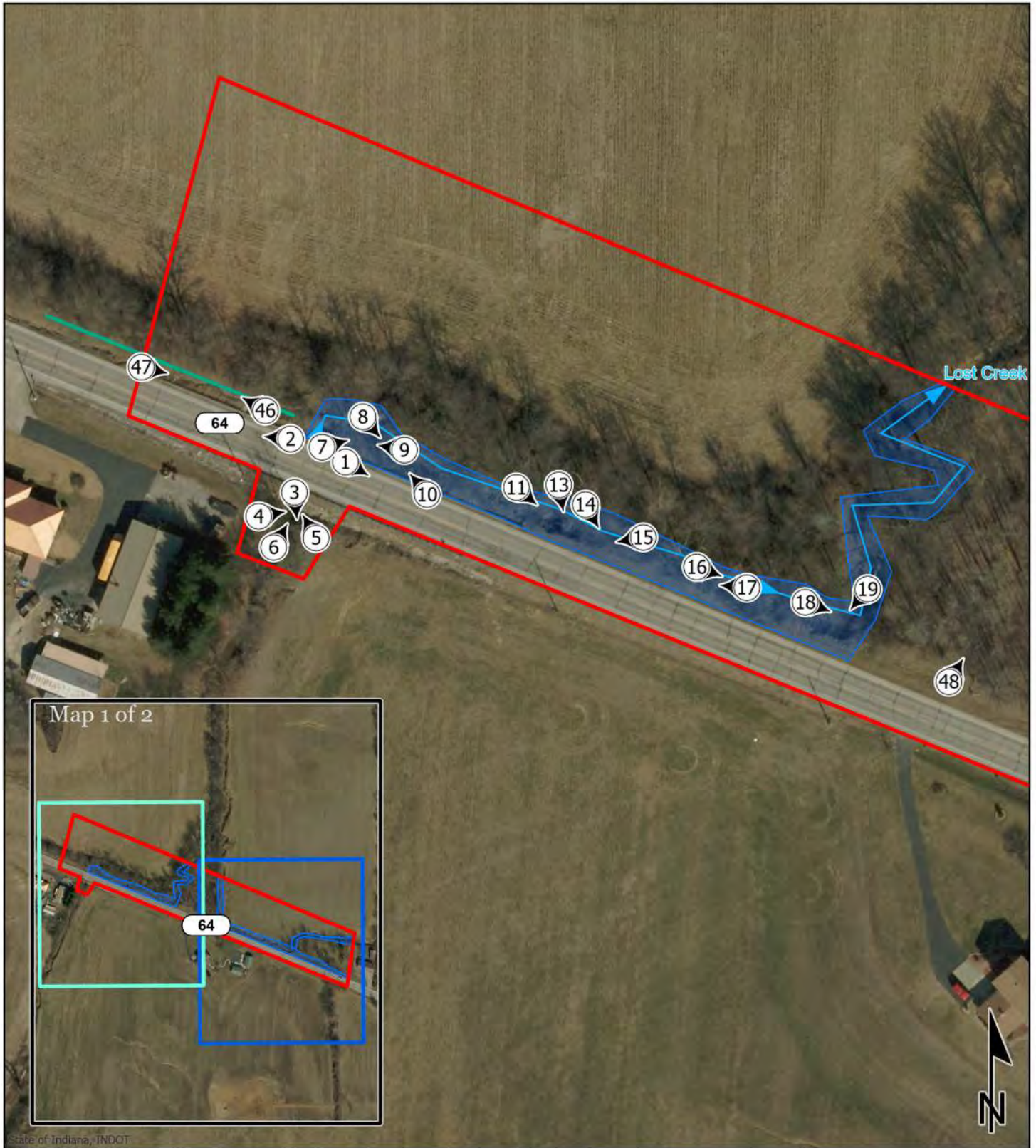


Des. No. 2100263

1 inch = 2,000 ft



Graphics created by HNTB Corporation (2023)



Investigated Area	RSD #1	<b>Photo Location Map</b> SR 64, 2.3 Miles West of I-69 Slide Correction Gibson County, Indiana	
Delineated Stream	Delineated Stream		
Photo Location	OHWM	0 50 100 Feet	1 inch = 100 ft



State of Indiana, INDOT

<ul style="list-style-type: none"> <li><span style="color: red;">▭</span> Investigated Area</li> <li><span style="color: blue;">▬</span> Delineated Stream</li> <li><span style="color: blue;">▶</span> Delineated Stream</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">○</span> Photo Location</li> <li><span style="color: purple;">●</span> OHWM</li> </ul>	<p style="text-align: center;"><span style="color: green;">▬</span> RSD #1</p> <div style="text-align: center;"> <p>0      50      100</p> <p>▬ Feet</p> </div>	<p><b>Photo Location Map</b>          SR 64, 2.3 Miles West of I-69          Slide Correction          Gibson County, Indiana</p>	<p>Des. No. 2100263</p> <hr/> <p>1 inch = 100 ft</p> <div style="text-align: center;"> <p><b>HNTB</b></p> <p>Graphics created by HNTB Corporation (2023)</p> </div>
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1. North side of SR 64, looking southeast along SR 64



2. North side of SR 64, looking southwest along SR 64



3. Facing south side of SR 64 from structure, looking upstream along Lost Creek Des No. 2100263



4. On south side of SR 64 facing northeast toward riprap armor at headwall



5. On south side of SR 64, facing west toward riprap armoring at headwall



6. Facing northeast toward culvert on south side of SR 64, looking downstream along Lost Creek through culvert



7. Facing northeast, looking downstream along Lost Creek, toward riprap at structure outlet on north side of SR 64  
Des No. 2100263



8. Facing southeast, downstream, at end of riprap on north side of SR 64



9. Looking west, upstream along Lost Creek, at riprap on north side of SR 64



10. Looking northwest, upstream, at roadside slope on north side of SR 64



11. Facing southwest on the north side of SR 64, looking downstream at roadside slope and Lost Creek  
Des No. 2100263



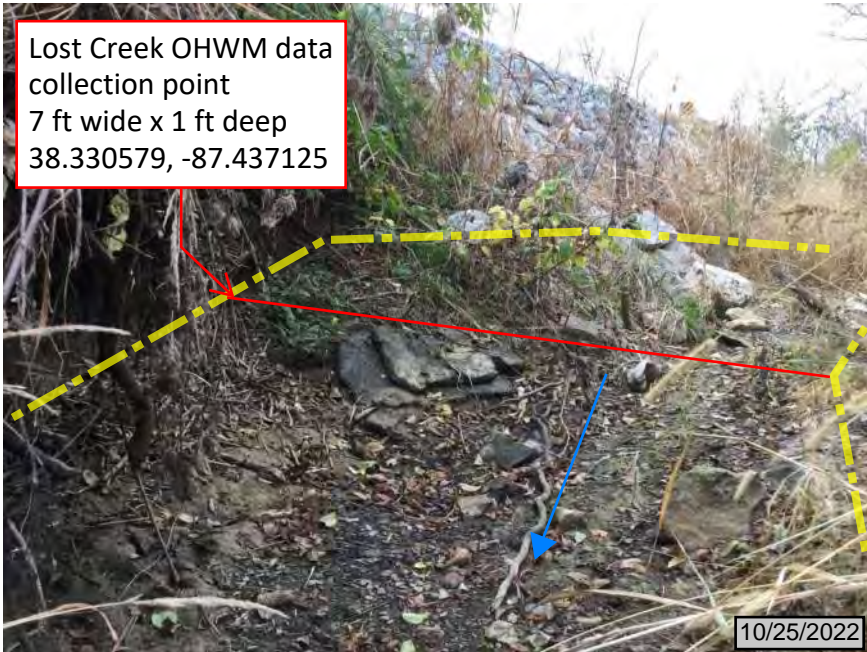
12. Looking northeast at UNT 1 to Lost Creek slope on north side of SR 64



13. From Lost Creek, facing southeast toward armored fill slope and SR 64



14. North of SR 64, facing southeast toward scoured roadside slope



Lost Creek OHWM data  
collection point  
7 ft wide x 1 ft deep  
38.330579, -87.437125

15. North of SR 64, looking southwest, upstream, along Lost Creek at SR 64 from scoured fill slope



16. Looking east, downstream, along Lost Creek on north side of SR 64



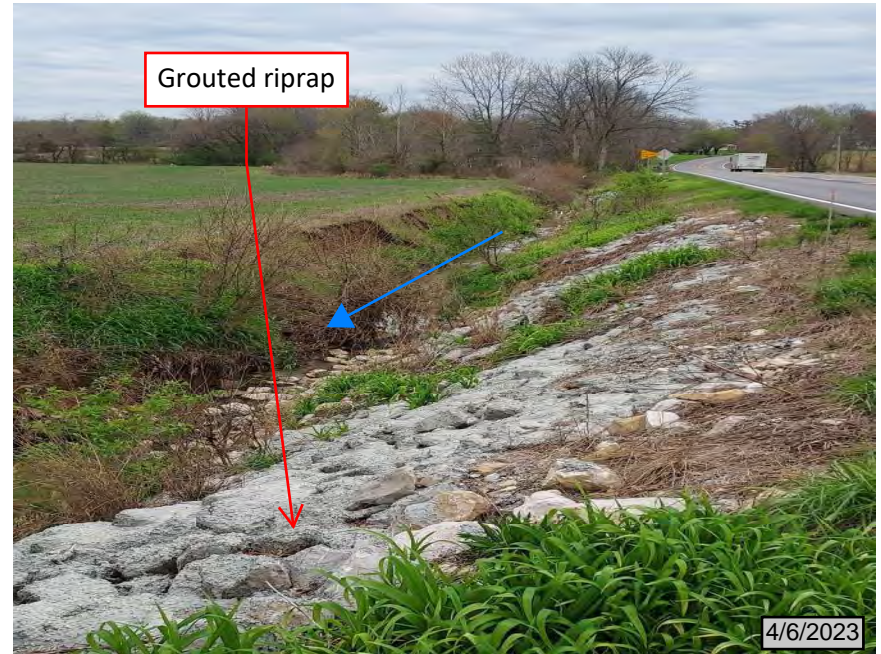
17. Looking east, upstream, at Lost Creek on north side of SR 64



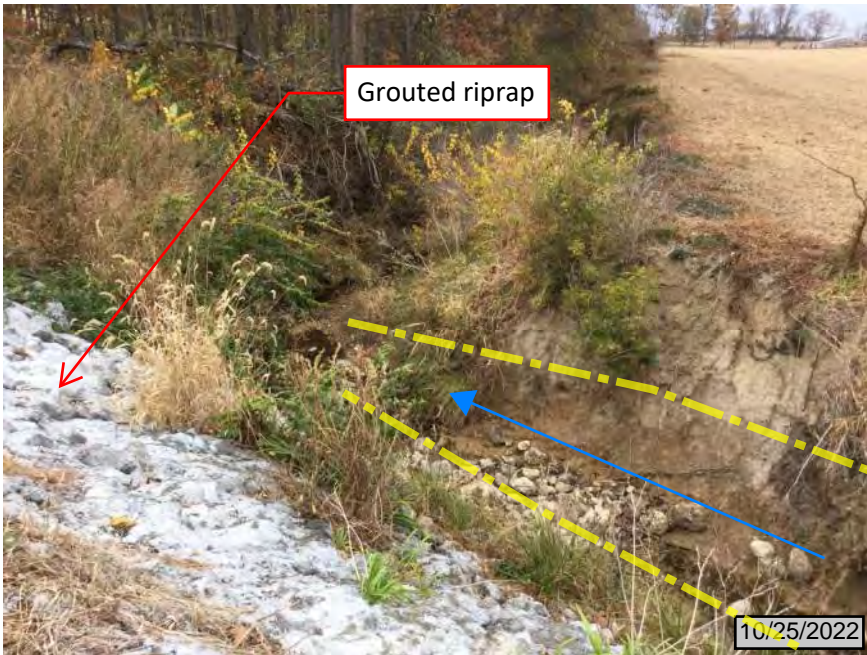
18. Looking east, downstream, toward bend of Lost Creek on north side of SR 64



19. Facing south, upstream, toward bend of Lost Creek on north side of SR 64  
Des No. 2100263



20. Looking east at roadside slope along UNT 1 to Lost Creek on north side of road  
Appendix B, Page 10 of 35



21. On north side of SR 64, looking north, downstream at UNT 1 to Lost Creek stream bend



22. SR 64, facing west from road



23. On north side of SR 64, looking northwest, downstream, at UNT 1 to Lost Creek stream bend

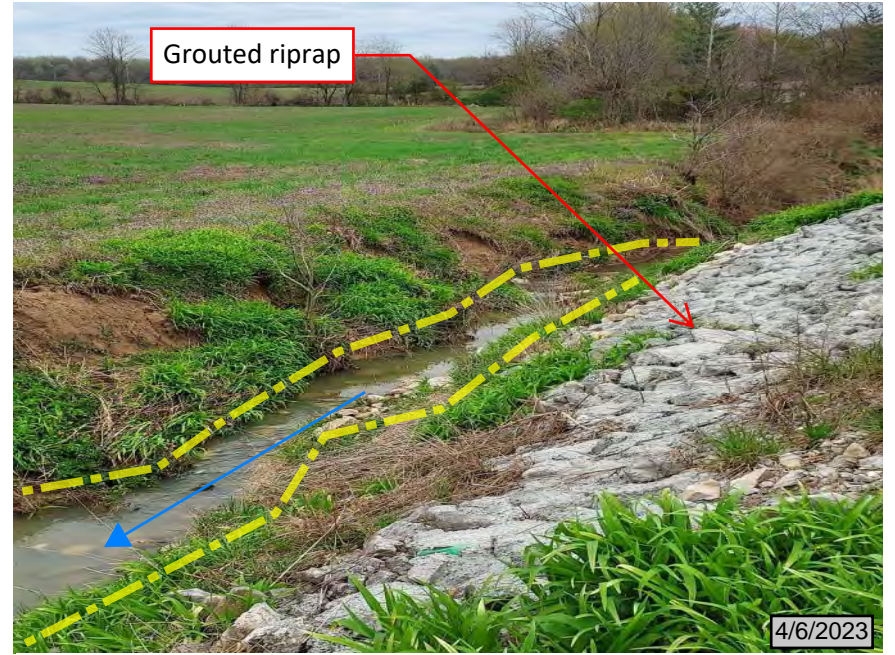


24. Facing southwest, downstream, along UNT 1 to Lost Creek from streambed on north side of SR 64



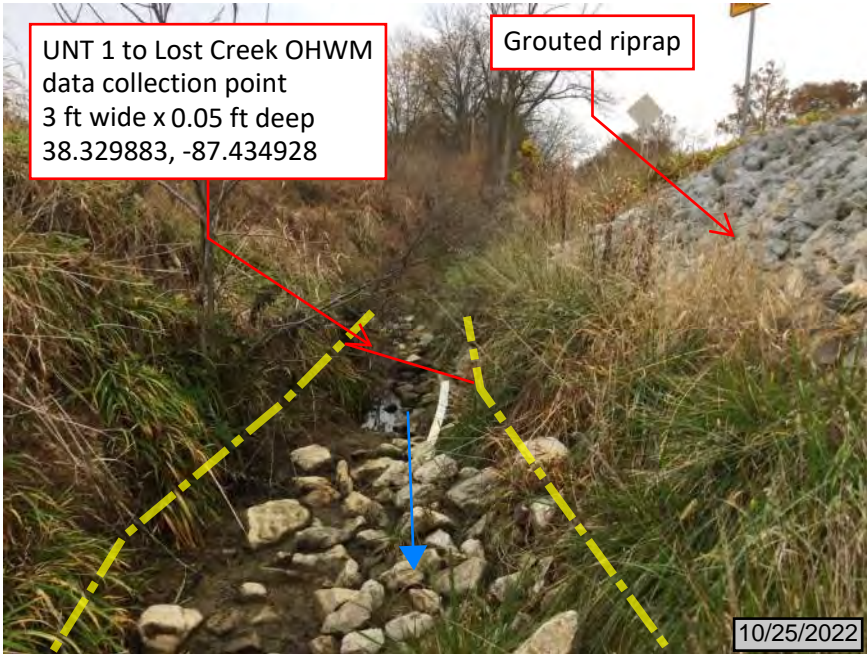
25. On the north side of SR 64, looking southeast, upstream, at UNT 1 to Lost Creek

10/25/2022



26. Looking east, upstream, at roadside slope and UNT 1 to Lost Creek on north side of SR 64

4/6/2023



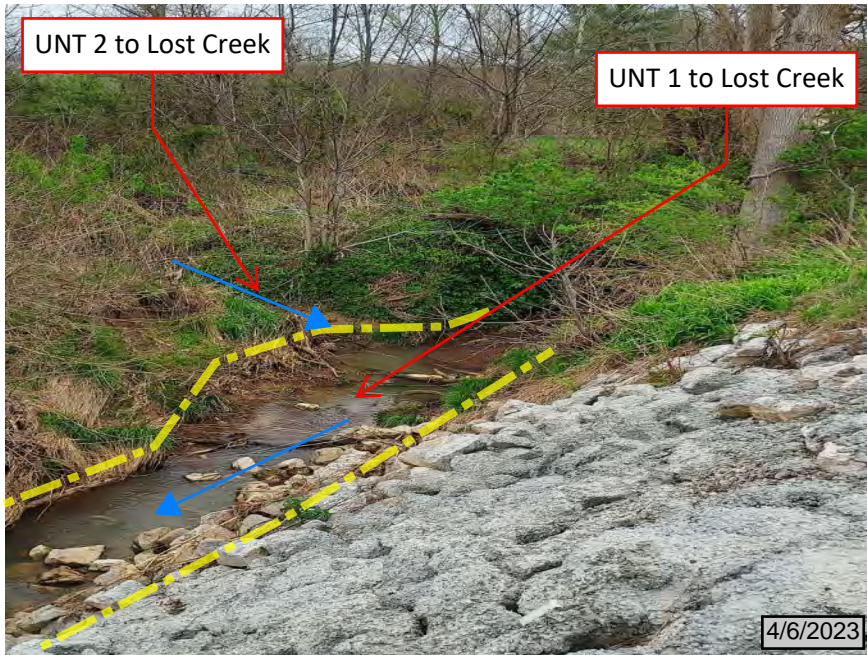
27. Looking east, upstream, at UNT 1 to Lost Creek on north side of SR 64  
Des No. 2100263

10/25/2022



28. Looking east at roadside slope and UNT 1 to Lost Creek on north side of SR 64

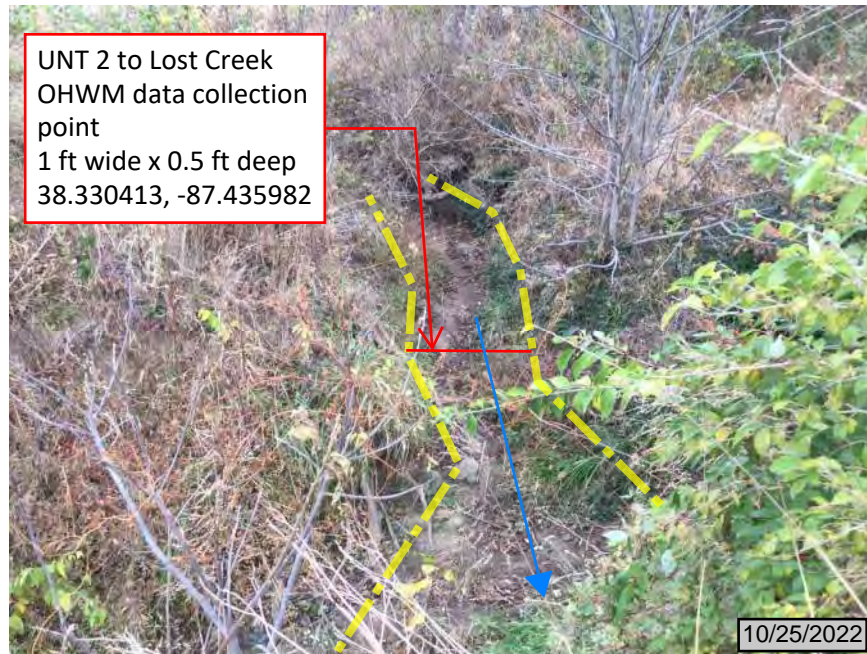
10/25/2022



29. North of SR 64, looking east to the roadside slope and upstream to the junction of UNT 1 to Lost Creek with UNT 2 to Lost Creek



30. Looking west at roadside slope and UNT 1 to Lost Creek on north side of SR 64



UNT 2 to Lost Creek  
OHWM data collection  
point  
1 ft wide x 0.5 ft deep  
38.330413, -87.435982

31. On north side of SR 64, looking north, upstream, at UNT 2 to Lost Creek near junction with UNT 1 to Lost Creek  
Des No. 2100263



32. Looking east, upstream, at UNT 1 to Lost Creek on north side of SR 64  
Appendix B, Page 13 of 35

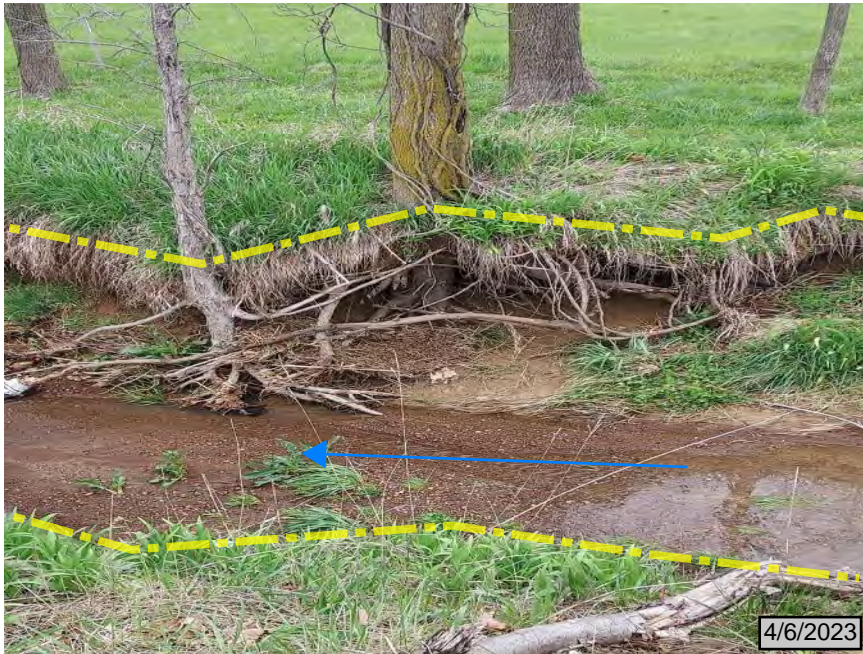




33. Looking west, downstream, at UNT 1 to Lost Creek on the north side of SR 64



34. Looking east, upstream, at roadside slope and UNT 1 to Lost Creek on north side of SR 64



35. Looking north at UNT 1 to Lost Creek on north side of SR 64  
Des No. 2100263



36. North of SR 64, looking west, downstream, at roadside slope and UNT 1 to Lost Creek  
Appendix B, Page 14 of 35



Structure No. CV 064-026-19.38

4/6/2023

37. Looking east, upstream, toward culvert carrying UNT 1 to Lost Creek under SR 64



Structure No. CV 064-026-19.38

10/25/2022

38. North of SR 64, facing southeast toward culvert carrying SR 64 over UNT 1 to Lost Creek



10/25/2022

39. North of SR 64, facing north from culvert, looking northwest or downstream along UNT 1 to Lost Creek  
Des No. 2100263



Structure No. CV 064-026-19.38

4/6/2023

40. North of SR 64, looking west at structure carrying UNT 1 to Lost Creek under SR 64



41. North of SR 64, looking north, upstream, at UNT 2 to Lost Creek



42. North of SR 64, looking north, upstream, to eroded bank of UNT 2 to Lost Creek



43. North of SR 64, looking west to eroded bank of UNT 2 to Lost Creek  
Des No. 2100263



44. North of SR 64, looking northeast, upstream, along UNT 2 to Lost Creek  
Appendix B, Page 16 of 35



45. North of SR 64, looking southwest from UNT 2 to Lost Creek. Note severe erosion of bank



46. North side of SR 64, looking east along RSD #1



47. North side of SR 64, looking east along RSD #1

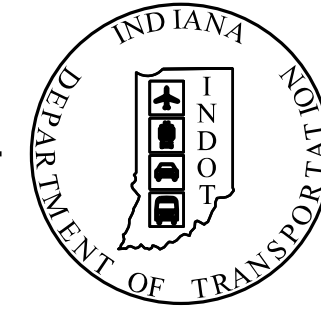


48. North side of SR 64, looking east across upland forested area between Lost Creek and UNT 1 to Lost Creek

PROJECT	DESIGNATION
2100263	2100263
CONTRACT	
R-43995	

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2100168 - LEAD	SR 64 PREVENTIVE MAINTENANCE AND ADA IMPROVEMENTS
2100262	SR 64 PREVENTIVE MAINTENANCE AND SMALL STRUCTURE REPLACEMENT
2100263	SR 64 SLIDE CORRECTION

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS SR 64 SLIDE CORRECTION

ROUTE : SR64 FROM RP 019+014 TO: RP 019+042

PROJECT NO. 2100263 P.E.

2100263 R/W

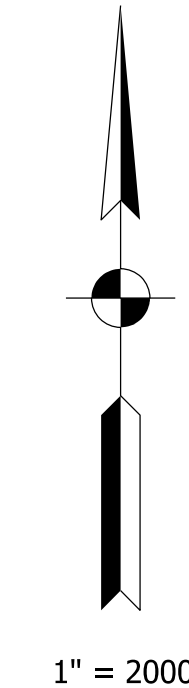
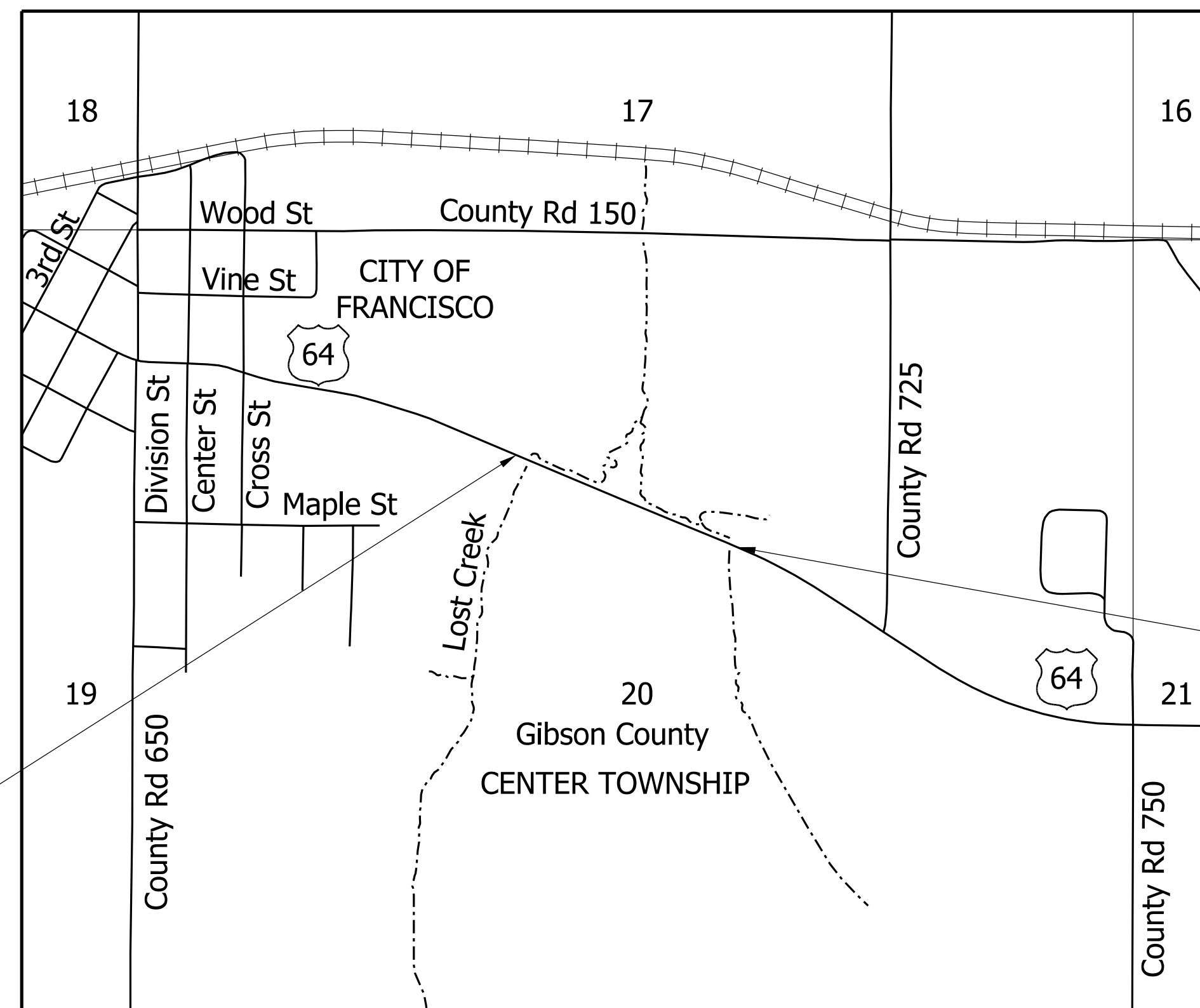
2100263 CONST.

**PROJECT DESCRIPTION:**

THE PURPOSE OF THIS PROJECT IS TO ADDRESS THE ERODING SIDE SLOPES OCCURING ALONG SR 64 FROM RP 019+014 TO RP 019+042, APPROXIMATELY 2.0 MILES TO 2.3 MILES WEST OF I-69 IN SECTION 20, TOWNSHIP 2 SOUTH, RANGE 9 WEST, CENTER TOWNSHIP, GIBSON COUNTY, VINCENNES DISTRICT.

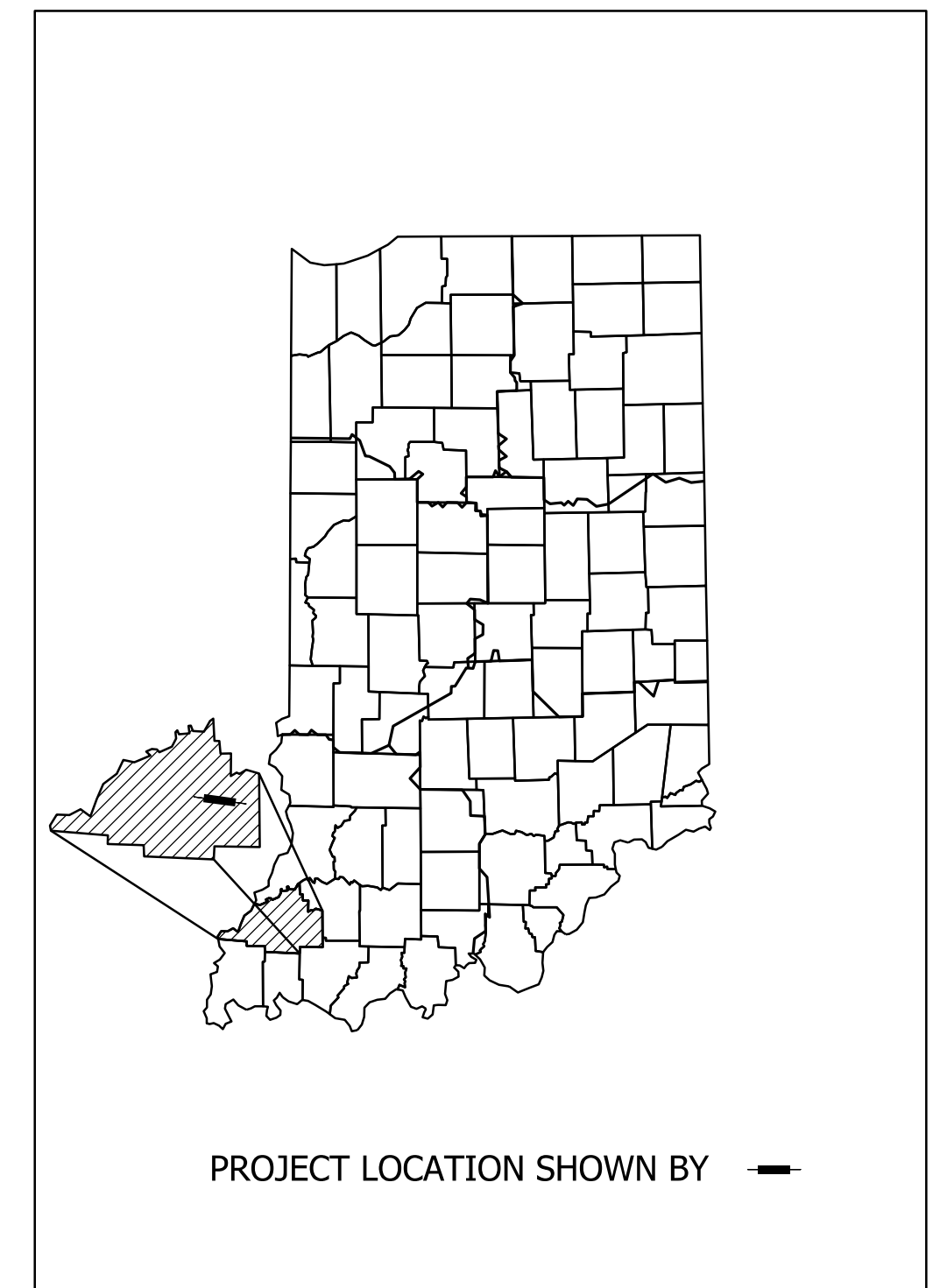
TRAFFIC DATA		SR64
A.A.D.T.	2019	6,394 V.P.D.
A.A.D.T.	2045	6,805 V.P.D.
D.H.V	2045	668 V.P.H.
DIRECTIONAL DISTRIBUTION	2045	50.25%
TRUCKS		8.85% of A.A.D.T. 6.06% of D.H.V.
DESIGN DATA		SR64
DESIGN SPEED		55 M.P.H.
PROJECT DESIGN CRITERIA		3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION		MINOR ARTERIAL
RURAL/URBAN		RURAL
TERRAIN		LEVEL
ACCESS CONTROL		NONE

**STAGE 2 PLANS  
SEPTEMBER 20, 2023**



END PROJECT  
PROJECT NO. 2100263  
P.O.C. STA. 437+55.50  
LINE "A"

BEGIN PROJECT  
PROJECT NO. 2100263  
P.O.T. STA. 422+71.00  
LINE "A"



LATITUDE: N 38°19'48.5" LONGITUDE: W 87°26'10.0"

HYDROLOGIC UNIT CODE: 05120209080

GROSS LENGTH: 0.28 MI.  
NET LENGTH: 0.28 MI.  
MAX. GRADE: 2.70% %

**LOCATION MAP**  
CENTER TOWNSHIP, GIBSON COUNTY

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

**HNTB**  
HNTB CORPORATION  
THE HNTB COMPANIES  
INFRASTRUCTURE SOLUTIONS  
111 MONUMENT CIRCLE  
SUITE 1200  
INDIANAPOLIS, IN 46204

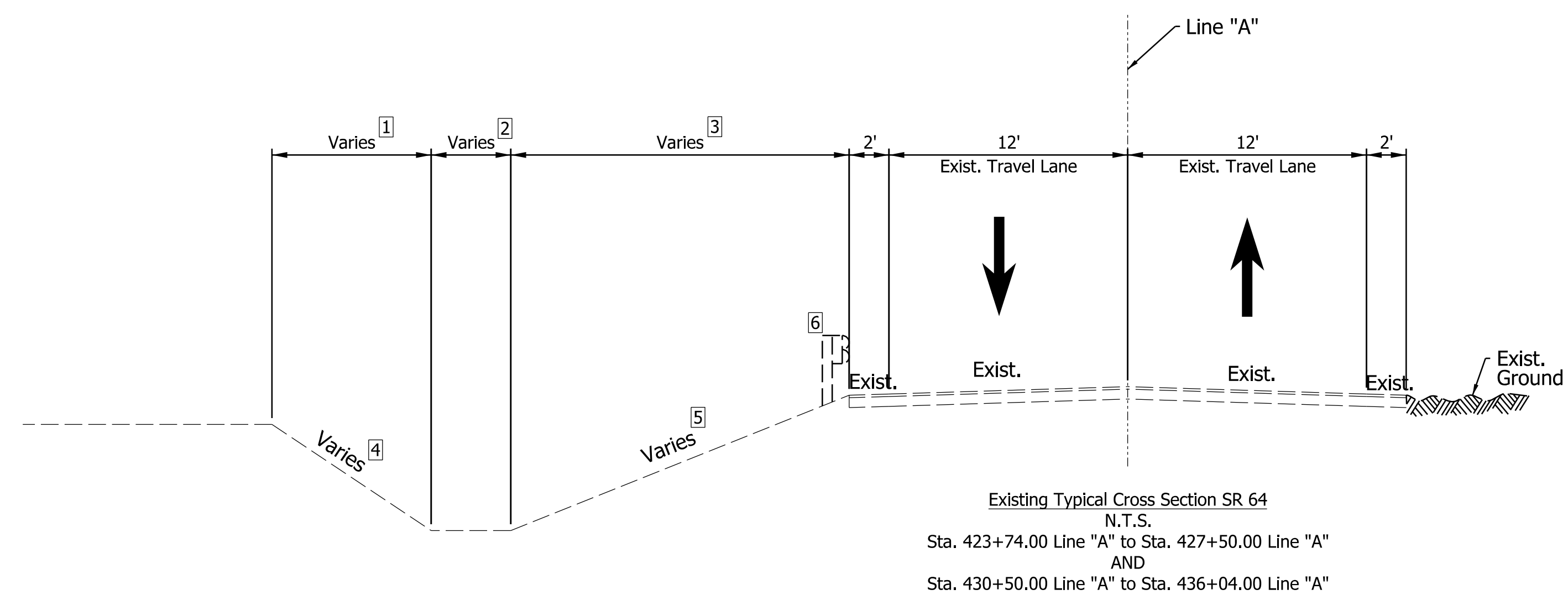
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NOT FOR CONSTRUCTION

PLANS PREPARED BY:	HNTB INDIANA, INC	PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

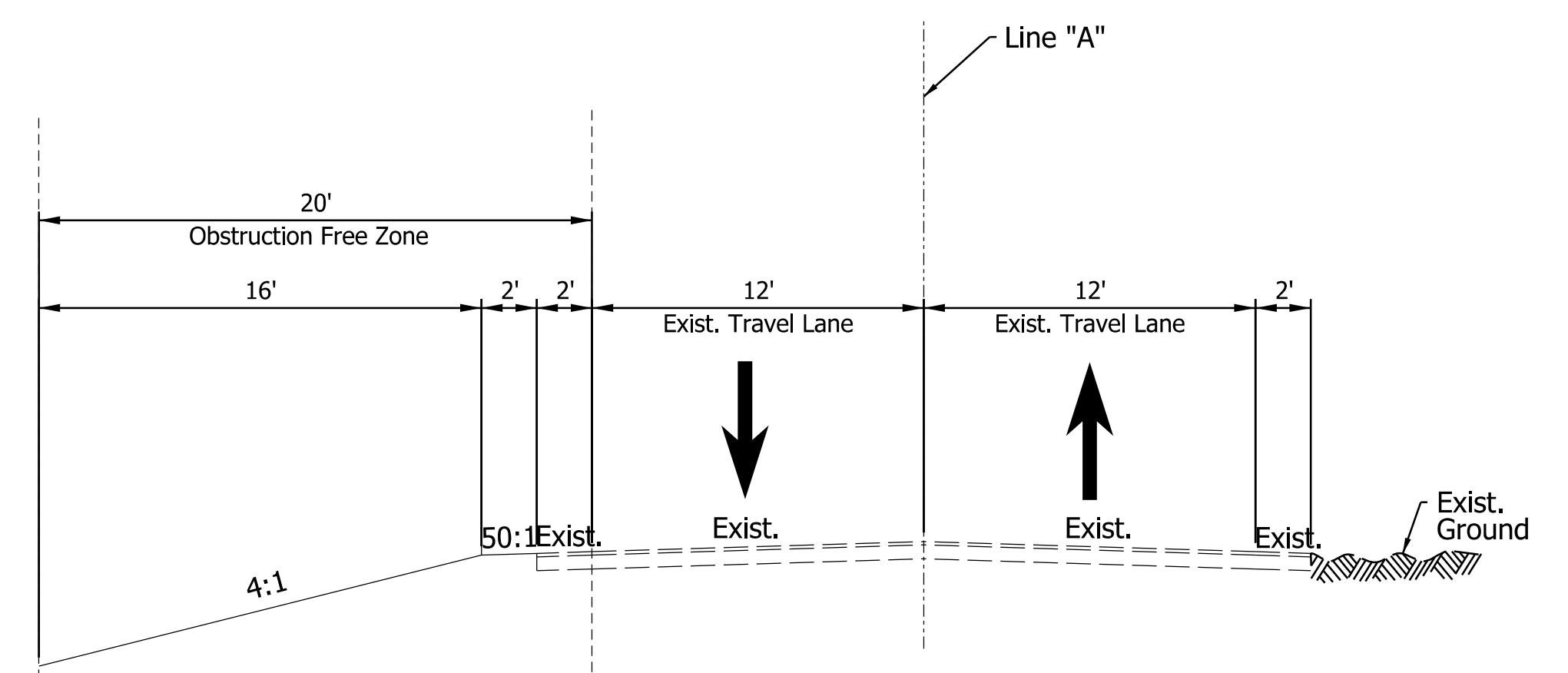
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N/A		
DESIGNATION		
2100263		
SURVEY BOOK	SHEETS	TI-01
ELECTRONIC	1 of 51	
CONTRACT	PROJECT	
R-43995	2100263	

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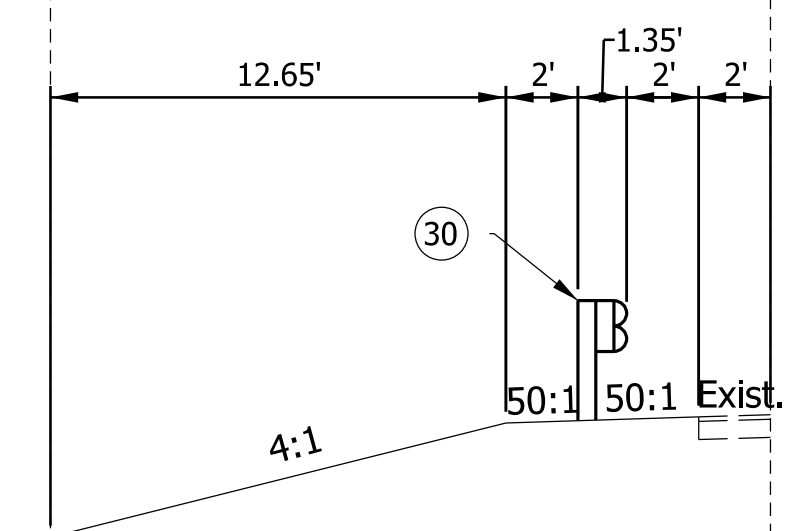
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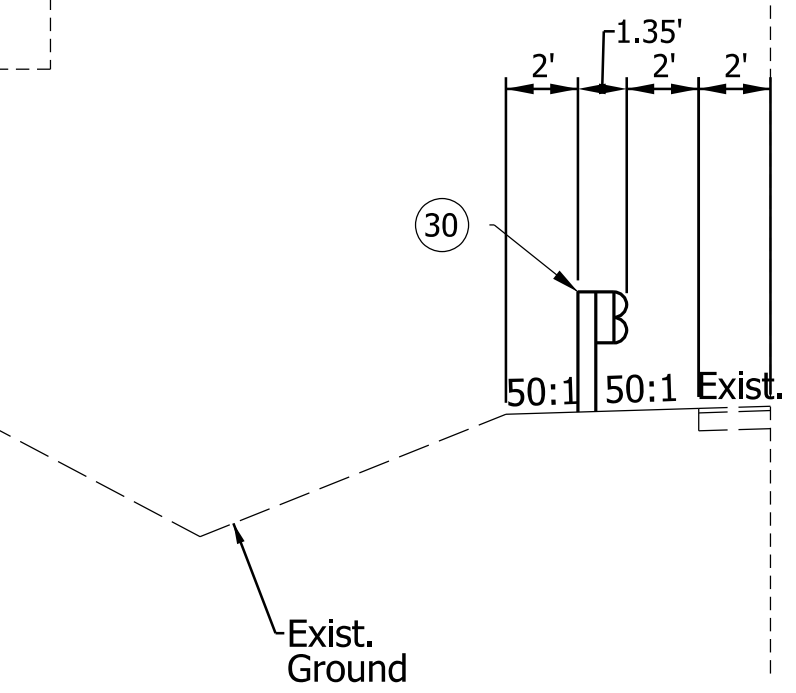
Existing Typical Cross Section SR 64  
 N.T.S.  
 Sta. 423+74.00 Line "A" to Sta. 427+50.00 Line "A"  
 AND  
 Sta. 430+50.00 Line "A" to Sta. 436+04.00 Line "A"



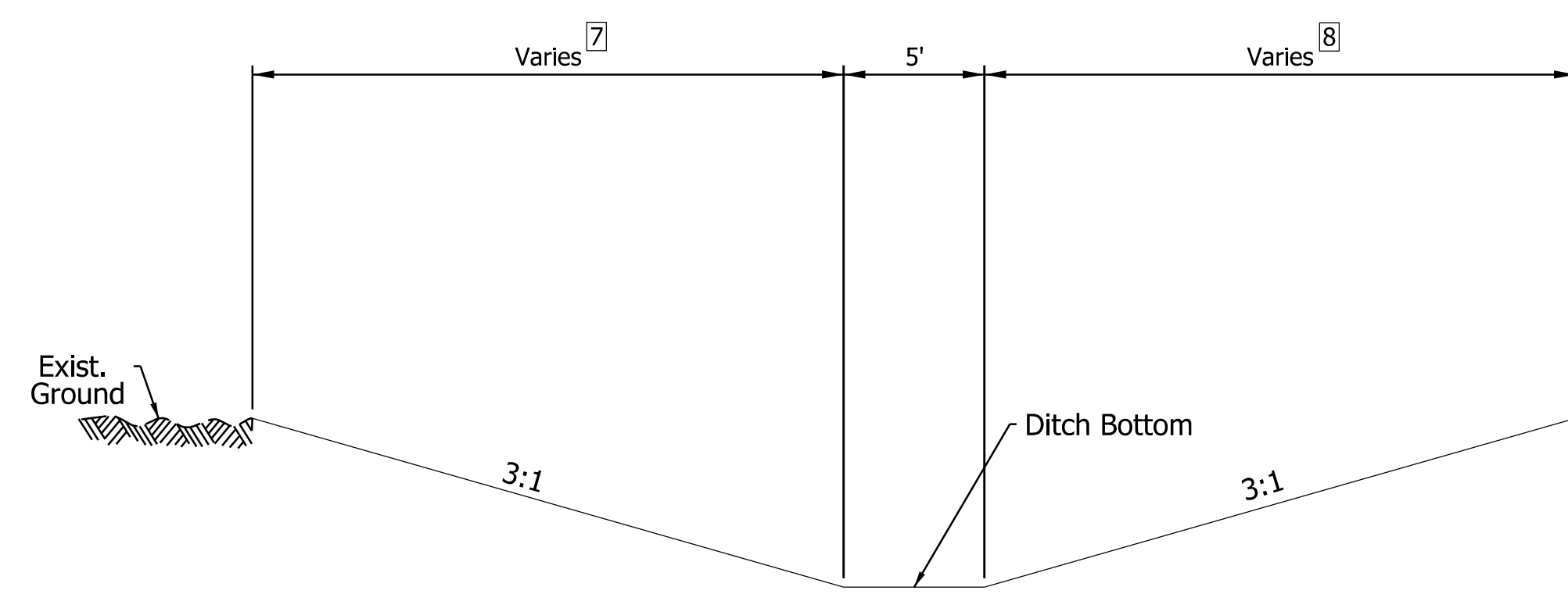
Proposed Typical Cross Section SR 64  
 N.T.S.  
 Sta. 425+79.50 Line "A" to Sta. 428+57.05 Line "A"  
 AND  
 Sta. 429+90.75 Line "A" to Sta. 434+59.00 Line "A"



Proposed Typical Cross Section SR 64  
 N.T.S.  
 Sta. 423+58.29 Line "A" to Sta. 425+79.50 Line "A"  
 AND  
 Sta. 434+59.00 Line "A" to Sta. 436+03.67 Line "A"



Proposed Typical Cross Section SR 64  
 N.T.S.  
 Sta. 422+79.50 Line "A" to Sta. 423+58.29 Line "A"  
 AND  
 Sta. 436+03.67 Line "A" to Sta. 437+50.00 Line "A"



Proposed Typical Cross Section SR 64  
 N.T.S.  
 Sta. 423+58.29 Line "A" to Sta. 428+57.05 Line "A"  
 AND  
 Sta. 429+90.75 Line "A" to Sta. 436+03.67 Line "A"

**NOTE TO REVIEWER**

A Preventive Maintenance HMA Overlay on SR 64 was completed in 2022. Pavement reconstruction or resurfacing is not anticipated within this project.

**NOTE TO REVIEWER**

The Draft Geotech Report allows slopes 3:1 and flatter to be constructed without the need of permanent erosion control.

- 1 Varies 4.51' to 7.11' from Sta. 423+74.00 to Sta. 427+50.00  
Varies 8.02' to 5.57' from Sta. 430+50.00 to Sta. 426+04.00
- 2 Varies 2.20' to 7.39' from Sta. 423+74.00 to Sta. 427+50.00  
Varies 3.81' to 1.06' from Sta. 430+50.00 to Sta. 436+04.00
- 3 Varies 13.82' to 23.16' from Sta. 423+74.00 to Sta. 427+50.00  
Varies 24.78' to 12.19' from Sta. 430+50.00 to Sta. 436+04.00
- 4 Varies 2.76:1 to 1.05:1 from Sta. 423+74.00 to Sta. 427+50.00  
Varies 1.11:1 to 1.28:1 from Sta. 430+50.00 to Sta. 436+04.00
- 5 Varies 5.98:1 to 2.23:1 from Sta. 423+74.00 to Sta. 427+50.00  
Varies 2.22:1 to 1.74:1 from Sta. 430+50.00 to Sta. 436+04.00
- 6 From Sta. 422+78.17 to Sta. 425+62.79  
From Sta. 434+42.64 to Sta. 437+07.05
- 7 Varies 20.75' to 13.88' from Sta. 423+58.29 to Sta. 428+57.05  
Varies 22.83' to 22.55' from Sta. 429+90.75 to Sta. 436+03.67
- 8 Varies 21.31' to 10.78' from Sta. 423+58.29 to Sta. 428+57.05  
Varies 19.37' to 23.11' from Sta. 429+90.75 to Sta. 436+03.67

**LEGEND**  
 (30) GUARDRAIL, MGS W-BEAM, 6FT 3IN. SPACING

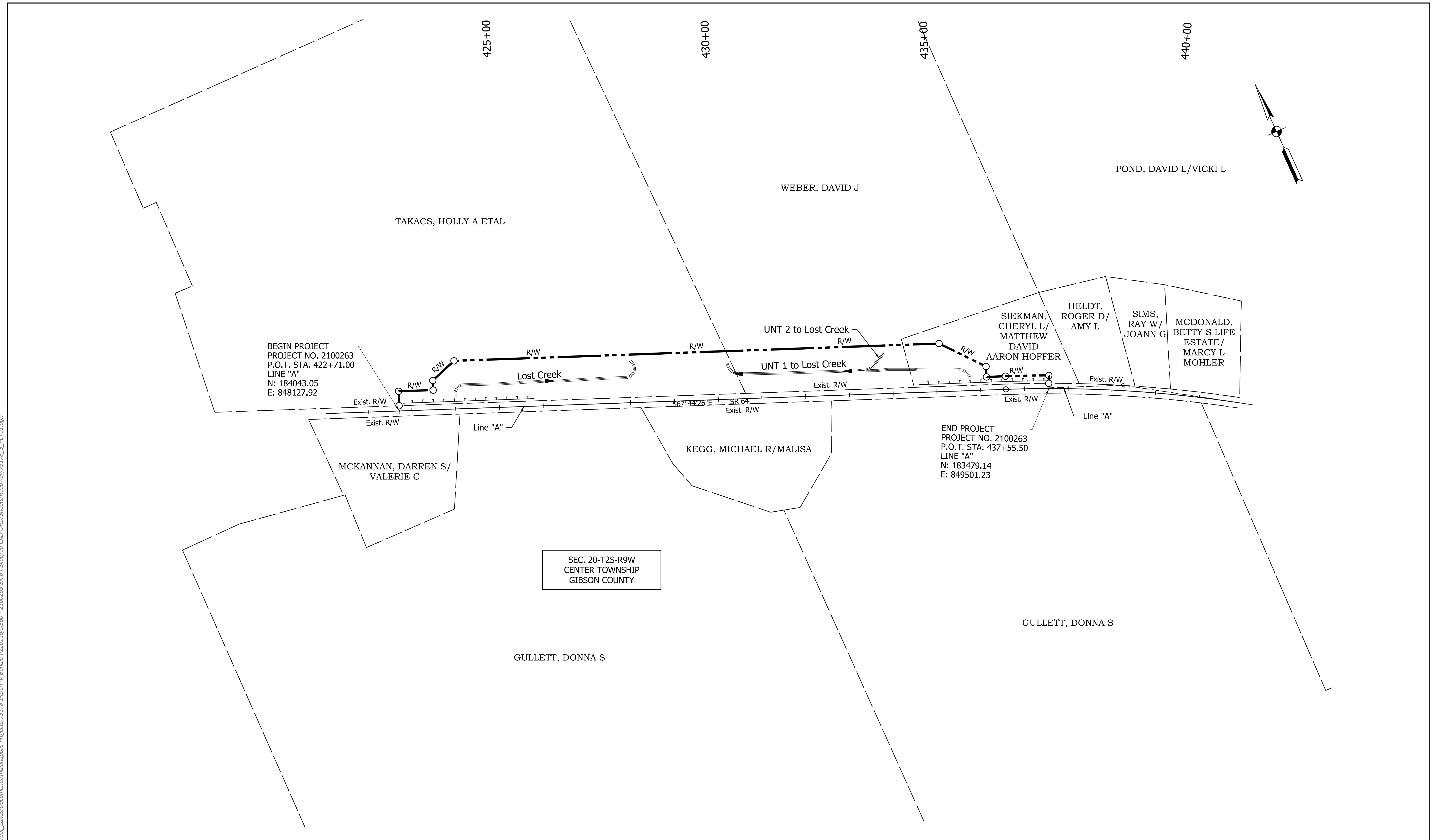
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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
  
**TYPICAL SECTIONS**

HORIZONTAL SCALE	BRIDGE FILE
3/16"=1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2100263
SURVEY BOOK	SHEETS
ELECTRONIC	3 of 51
CONTRACT	PROJECT
R-43995	2100263

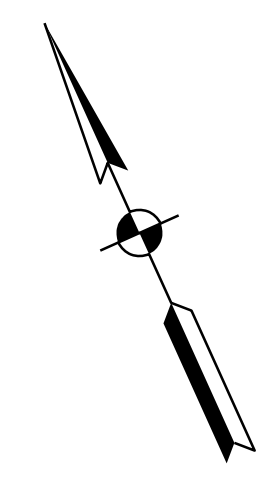
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 P.O.T. STA. 422+71.00  
 LINE "A"  
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 E: 848127.92

END PROJECT  
 PROJECT NO. 2100263  
 P.O.T. STA. 437+55.50  
 LINE "A"  
 N: 183479.14  
 E: 849501.23

SEC. 20-T2S-R9W  
 CENTER TOWNSHIP  
 GIBSON COUNTY

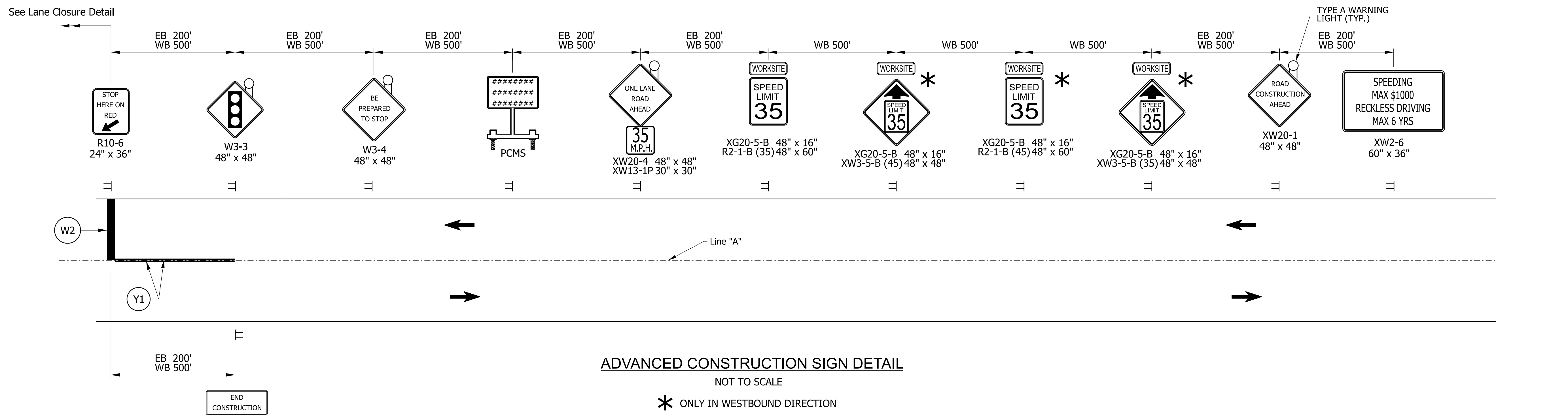
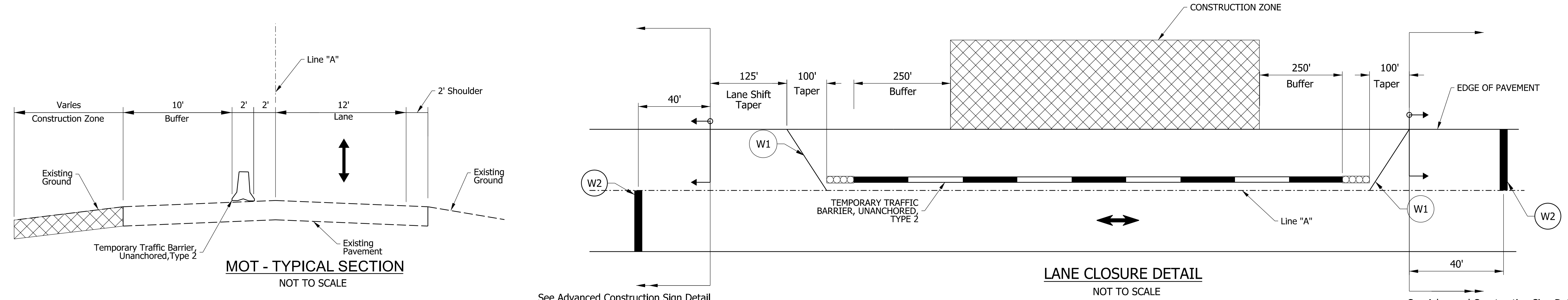


**DRAFT**  
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

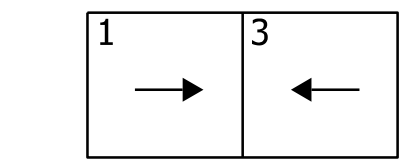
INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE	
1"=100'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2100263	
SURVEY BOOK	SHEETS	PLT-01
ELECTRONIC	4 of	51
CONTRACT	PROJECT	
R-43995	2100263	



**MOT GENERAL NOTES:**

- CONSTRUCTION ZONE DESIGN SPEED = 35 M.P.H.  
CONSTRUCTION CLEAR ZONE WIDTH = 13'
- ALL CONFLICTING PAVEMENT MARKINGS SHALL BE COVERED WITH 6" BLACK TAPE WITHIN PROJECT LIMITS.
- TYPE A WARNING LIGHTS REQUIRED ON ALL CONSTRUCTION SIGNS.
- CONTRACTOR SHALL NOTIFY SCHOOL CORPORATIONS AND EMERGENCY SERVICES AT LEAST TWO WEEKS PRIOR TO ANY CONSTRUCTION THAT WOULD BLOCK OR LIMIT ACCESS.
- DRUM SPACING = 25' C-C IN TAPERS, 50' C-C IN TANGENTS.
- EASTBOUND APPROACHING SPEED LIMIT = 40 MPH  
WESTBOUND APPROACHING SPEED LIMIT = 55 MPH
- SEE STANDARD DRAWING E 801-TCDV-10 FOR TEMPORARY PORTABLE RUMBLE STRIPS



**SIGNAL PHASING**

**SIGNALIZATION NOTES:**

WIRELESS DETECTION FOR TEMPORARY PORTABLE SIGNALS IS REQUIRED.  
PORTABLE TRAFFIC SIGNAL SHALL BE COVERED OR REMOVED WHEN NOT IN USE.  
MAINTENANCE OF TRAFFIC SCHEME IS ONE-LANE, TWO-WAY OPERATION FOR THE ENTIRE PROJECT LENGTH.

PORTABLE CHANGEABLE MESSAGE BOARD MESSAGE				
LOCATION	MESSAGE PHASE I	PHASE I TIME	MESSAGE PHASE II	PHASE II TIME
SR 64 EASTBOUND ADVANCED CONSTRUCTION SIGNS	REDUCE SPEED	4 SEC.	SLOW OR STOPPED TRAFFIC AHEAD	4 SEC.
SR 64 WESTBOUND ADVANCED CONSTRUCTION SIGNS	REDUCE SPEED	4 SEC.	SLOW OR STOPPED TRAFFIC AHEAD	4 SEC.

**NOTE TO REVIEWER:**  
PCMS Board messages to be finalized in a future submittal

**LEGEND**

- CONSTRUCTION SIGN
- TRAFFIC FLOW
- CONSTRUCTION ZONE
- T.P.M. TEMPORARY PAVEMENT MARKING
- W1 T.P.M., REMOVABLE, SOLID, WHITE 4"
- W2 TEMP. TRANSVERSE PAVEMENT MARKING, REMOVABLE, 24 IN.
- Y1 T.P.M., REMOVABLE, SOLID, YELLOW 4"
- PORTABLE SIGNAL

**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL \_\_\_\_\_ DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: \_\_\_\_\_ MRW \_\_\_\_\_ DRAWN: \_\_\_\_\_ DMR \_\_\_\_\_

CHECKED: \_\_\_\_\_ CFS \_\_\_\_\_ CHECKED: \_\_\_\_\_ CFS \_\_\_\_\_

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETAILS

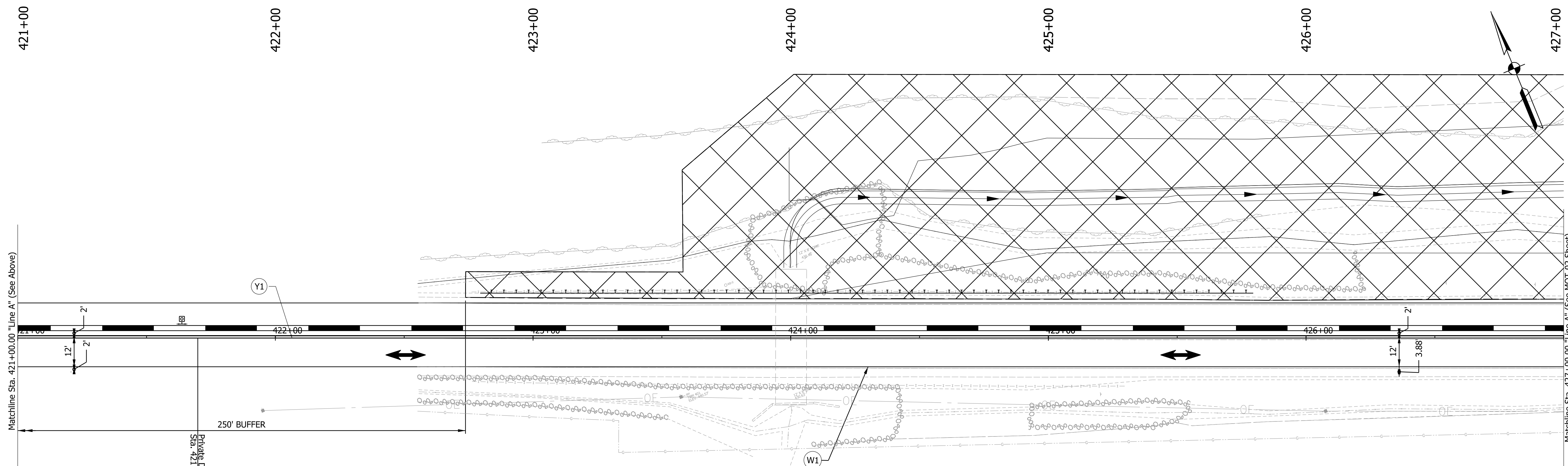
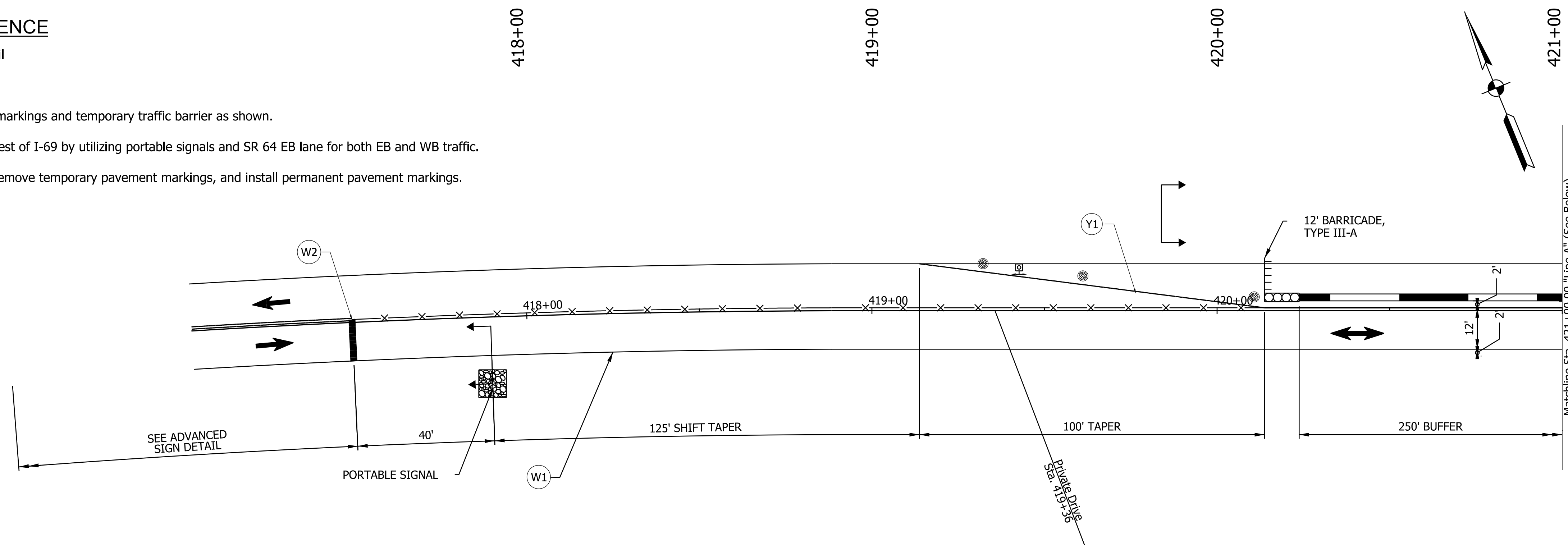
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N.T.S.	N/A
VERTICAL SCALE	DESIGNATION
N/A	2100263
SURVEY BOOK	SHEETS MOT-01
ELECTRONIC	5 of 51
CONTRACT	PROJECT
R-43995	2100263

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**MAINTENANCE OF TRAFFIC CONSTRUCTION SEQUENCE**

1. Install advanced warning signs as shown in the Advanced Construction Sgin Detail
2. Install portable signals along SR 64.
3. Remove existing conflicting pavement markings and install temporary pavement markings and temporary traffic barrier as shown.
4. Complete the Slide Correction on the north side of SR 64 from 2.0 mi to 2.3 mi west of I-69 by utilizing portable signals and SR 64 EB lane for both EB and WB traffic.
5. Remove maintenacne of traffic channelization devices, remove portable signals, remove temporary pavement markings, and install permanent pavement markings.
6. Remove advanced warning signs.



**LEGEND**

- Construction Area
- Temporary Traffic Barrier, Type 2
- Barricade, Type III-B
- Removal of Pavement Marking
- Construction Drums
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- T.P.M. Removable, Solid, White, 4"
- Temp. Transverse Pavement Marking, Removable, 24 IN.
- T.P.M. Removable, Solid, Yellow, 4"
- Portable Signal
- Driveway Assistance Device

**DRAFT**  
NOT FOR CONSTRUCTION

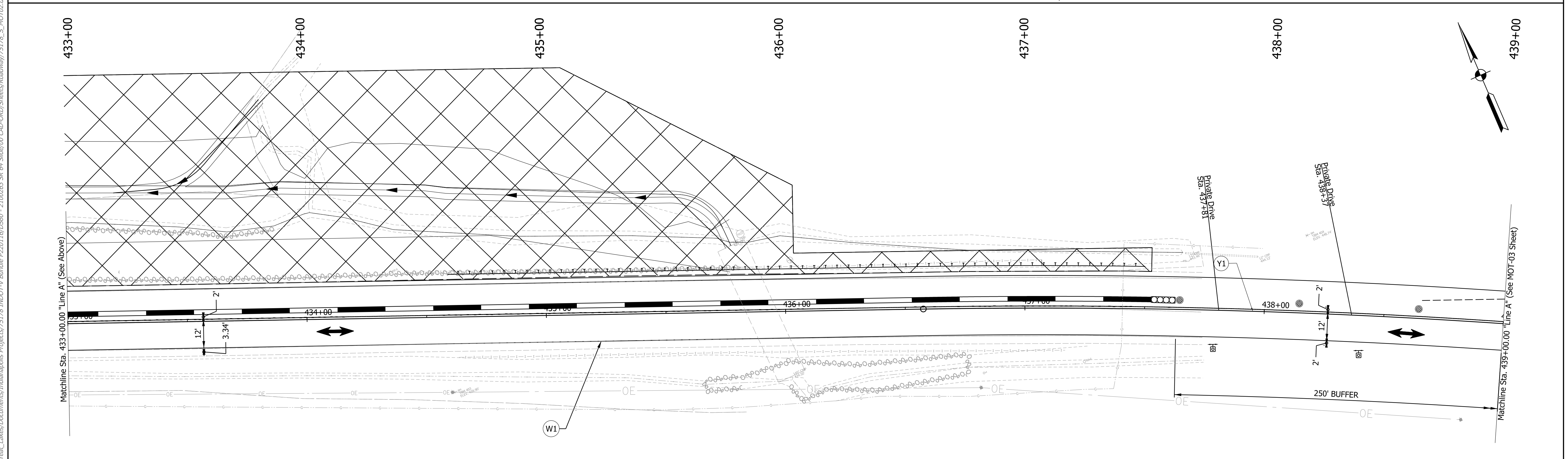
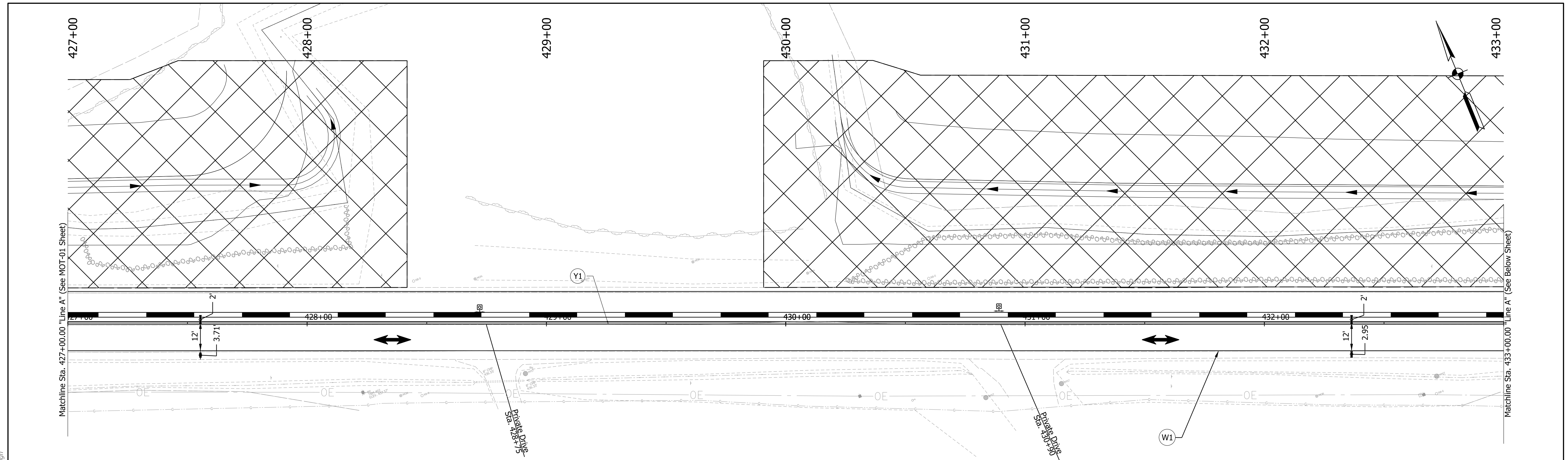
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DESIGNED: MRW	DRAWN: DMR	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION  
**MAINTENANCE OF TRAFFIC LINE "A"**

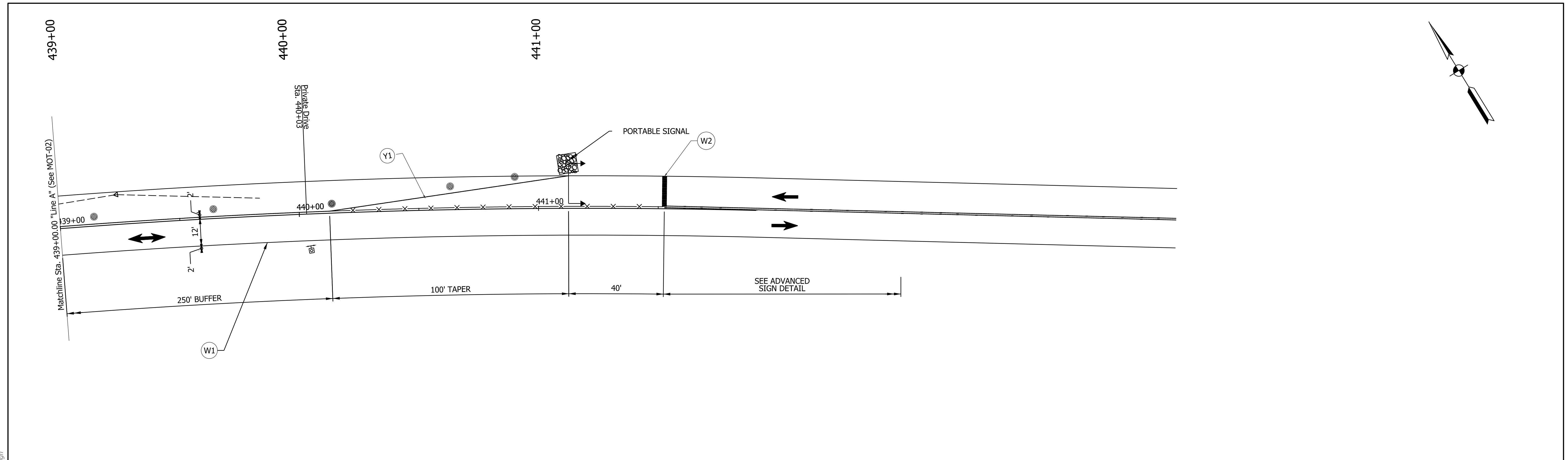
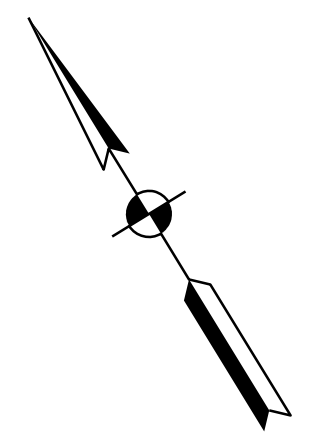
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1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2100263
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 51
CONTRACT	PROJECT
R-43995	2100263

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<b>LEGEND</b> Construction Area Removal of Pavement Marking Temporary Traffic Barrier, Type 2 Direction of Traffic Barricade, Type III-B Construction Drums Direction of Traffic Energy Absorbing Terminal, CZ, TL-3	T.P.M. Removable, Solid, White, 4" Temp. Transverse Pavement Marking, Removable, 24 IN. T.P.M. Removable, Solid, Yellow, 4"	Portable Signal Driveway Assistance Device	<b>DRAFT</b> NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>  <b>MAINTENANCE OF TRAFFIC LINE "A"</b>	HORIZONTAL SCALE 1"=20' VERTICAL SCALE N/A	BRIDGE FILE N/A DESIGNATION 2100263
				DESIGNED: _____ MRW _____ DRAWN: _____ DMR _____ CHECKED: _____ CFS _____ CHECKED: _____ CFS _____		SURVEY BOOK ELECTRONIC 7 of 51 CONTRACT R-43995 PROJECT 2100263	



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**LEGEND**

- Construction Area
- Temporary Traffic Barrier, Type 2
- Barricade, Type III-B
- Removal of Pavement Marking
- Construction Drums
- Direction of Traffic
- Energy Absorbing Terminal, CZ, TL-3
- T.P.M. Removable, Solid, White, 4"
- Temp. Transverse Pavement Marking, Removable, 24 IN.
- T.P.M. Removable, Solid, Yellow, 4"
- Portable Signal
- Driveway Assistance Device

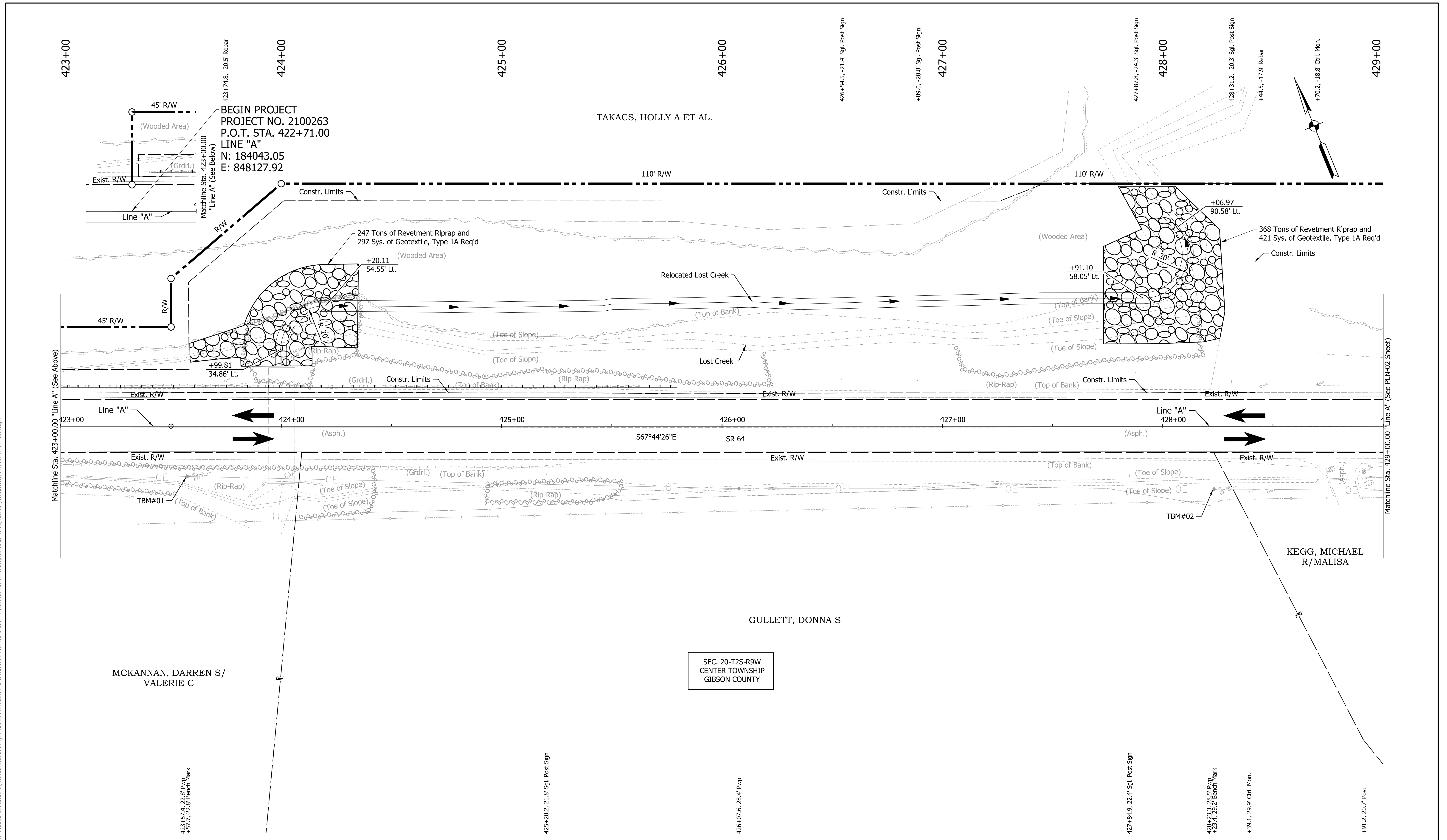
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RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 MAINTENANCE OF TRAFFIC  
 LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2100263
SURVEY BOOK	SHEETS MOT-06
ELECTRONIC	8 of 51
CONTRACT	PROJECT
R-43995	2100263

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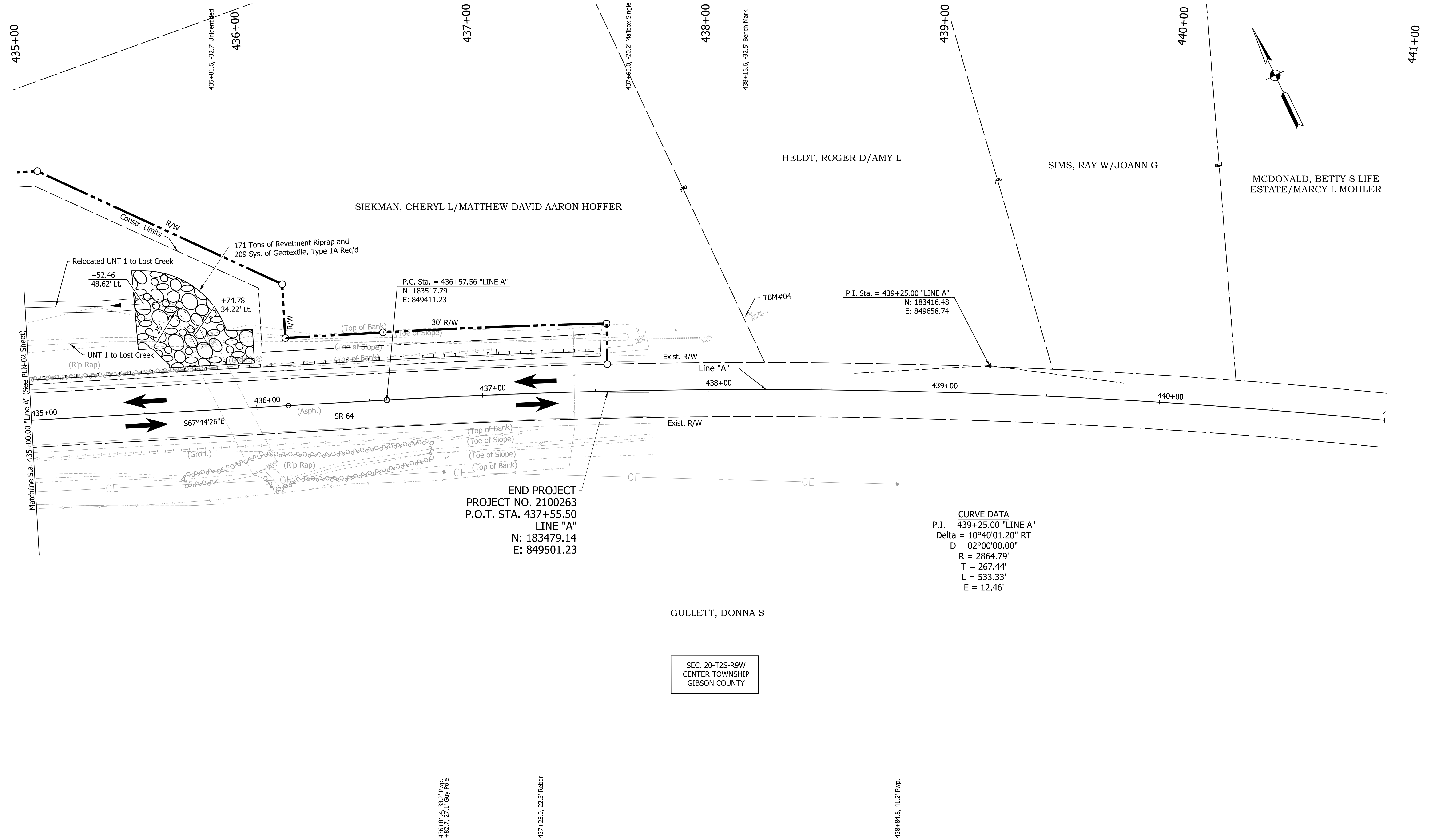
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DESIGNED: _____	MRW	DRAWN: _____
CHECKED: _____	CFS	CHECKED: _____
DESIGN ENGINEER _____	DATE _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

**PLAN SHEET  
LINE "A"**  
STA. 423+00.00 TO STA. 429+00.00

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 2100263
SURVEY BOOK ELECTRONIC	SHEETS 9 of 51
CONTRACT R-43995	PROJECT 2100263





END PROJECT  
 PROJECT NO. 2100263  
 P.O.T. STA. 437+55.50  
 LINE "A"  
 N: 183479.14  
 E: 849501.23

**CURVE DATA**  
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 Delta = 10°40'01.20" RT  
 D = 02°00'00.00"  
 R = 2864.79'  
 T = 267.44'  
 L = 533.33'  
 E = 12.46'

GULLETT, DONNA S  
 SEC. 20-T2S-R9W  
 CENTER TOWNSHIP  
 GIBSON COUNTY

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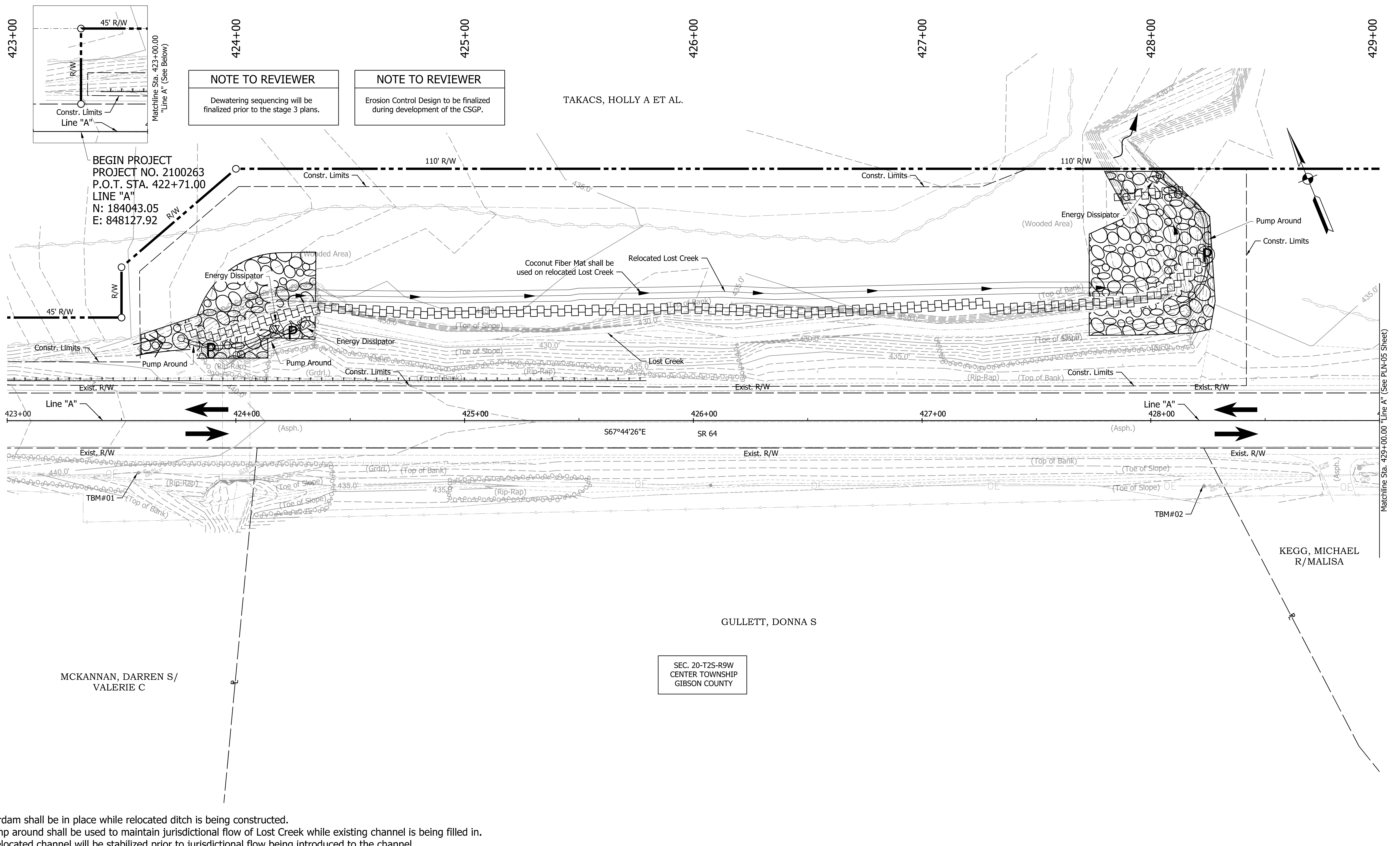
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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
 LINE "A"  
 STA. 435+00.00 TO STA. 441+00.00

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2100263
SURVEY BOOK	SHEETS
ELECTRONIC	13 of 51
CONTRACT	PROJECT
R-43995	2100263

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**NOTE TO REVIEWER**  
Dewatering sequencing will be finalized prior to the stage 3 plans.

**NOTE TO REVIEWER**  
Erosion Control Design to be finalized during development of the CSGP.

TAKACS, HOLLY A ET AL.

BEGIN PROJECT  
PROJECT NO. 2100263  
P.O.T. STA. 422+71.00  
LINE "A"  
N: 184043.05  
E: 848127.92

423+00 424+00 425+00 426+00 427+00 428+00 429+00

110' R/W 45' R/W

Constr. Limits

Energy Dissipator (Wooded Area)

Pump Around

Coconut Fiber Mat shall be used on relocated Lost Creek

Relocated Lost Creek

Lost Creek

Top of Bank

Toe of Slope

SR 64 S67°44'26"E

Line "A"

Asph.

MCKANNAN, DARREN S/  
VALERIE C

GULLETT, DONNA S

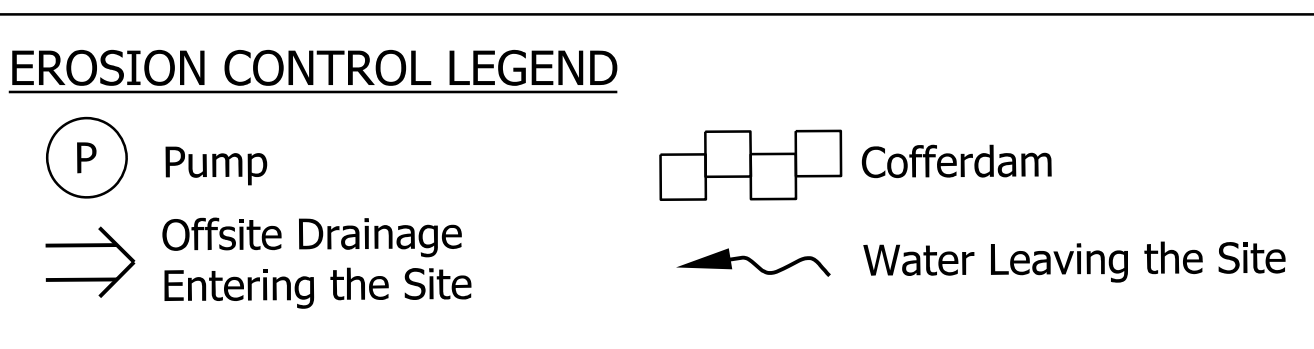
SEC. 20-T2S-R9W  
CENTER TOWNSHIP  
GIBSON COUNTY

KEGG, MICHAEL  
R/MALISA

Matchline Sta. 423+00.00 "Line A" (See Below)

Matchline Sta. 429+00.00 "Line A" (See PLIN-05 Sheet)

**Note:**  
1. Cofferdam shall be in place while relocated ditch is being constructed.  
2. A pump around shall be used to maintain jurisdictional flow of Lost Creek while existing channel is being filled in.  
The relocated channel will be stabilized prior to jurisdictional flow being introduced to the channel.



**DRAFT**  
NOT FOR CONSTRUCTION

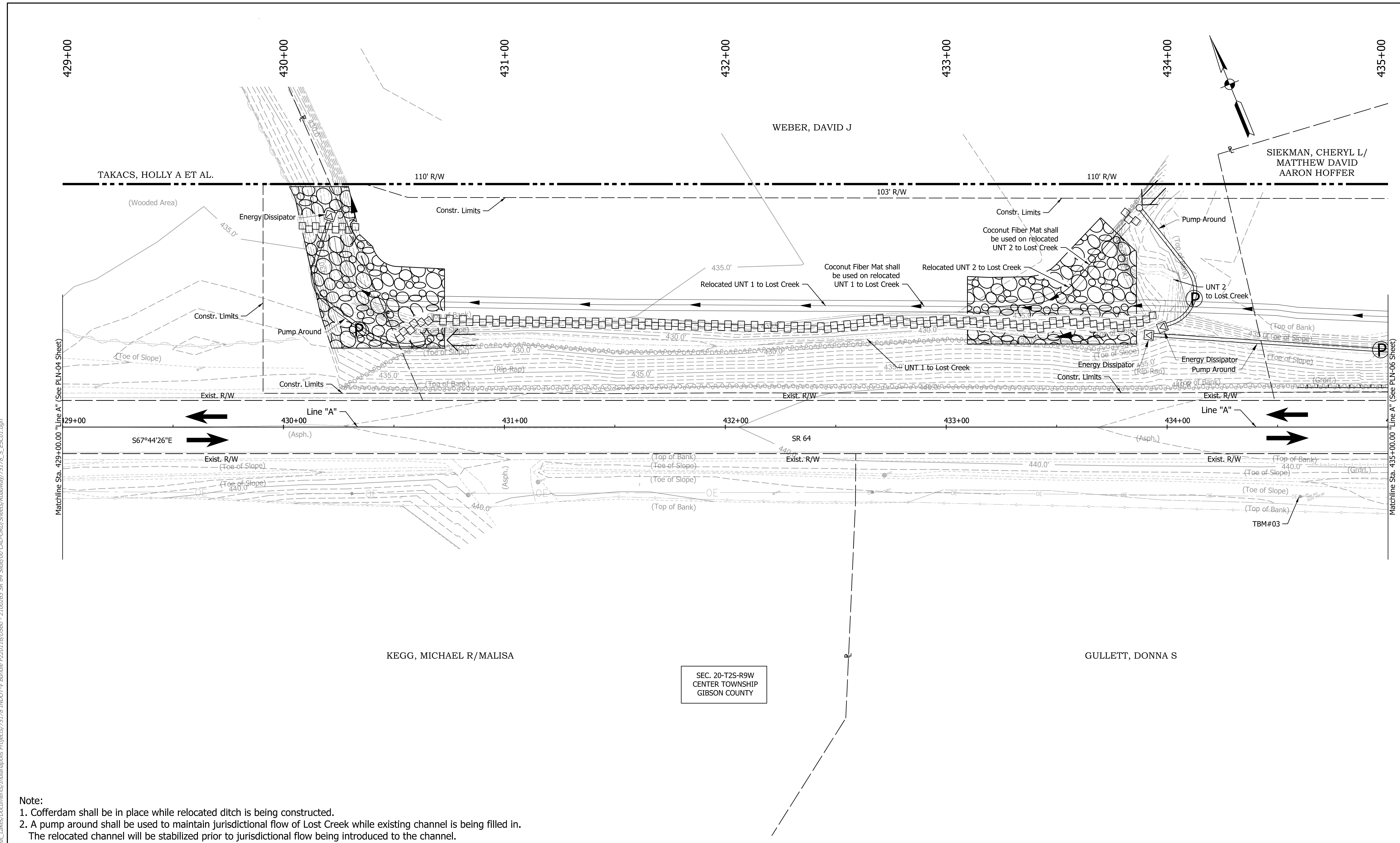
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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

**EROSION CONTROL SHEET**  
LINE "A"  
STA. 423+00.00 TO STA. 429+00.00

HORIZONTAL SCALE	BRIDGE FILE	
1"=20'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2100263	
SURVEY BOOK	SHEETS	ESC-01
ELECTRONIC	15	of 51
CONTRACT	PROJECT	
R-43995	2100263	

9/20/2023; 3:23:06 PM  
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**Note:**

- Cofferdam shall be in place while relocated ditch is being constructed.
- A pump around shall be used to maintain jurisdictional flow of Lost Creek while existing channel is being filled in. The relocated channel will be stabilized prior to jurisdictional flow being introduced to the channel.

**EROSION CONTROL LEGEND**

Pump	Cofferdam
Offsite Drainage	Water Leaving the Site
Entering the Site	

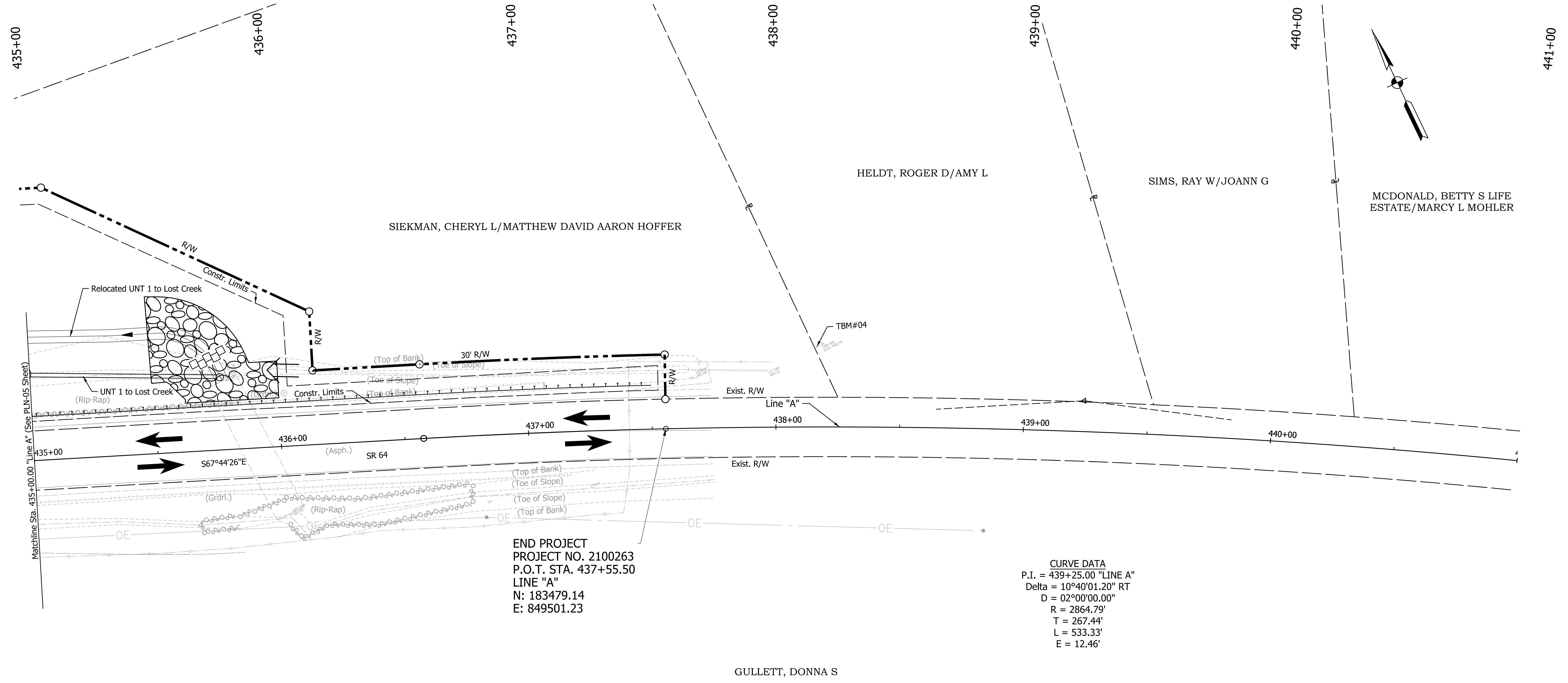
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RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
**EROSION CONTROL SHEET**  
**LINE "A"**  
**STA. 429+00.00 TO STA. 435+00.00**

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
ELECTRONIC	16 of 51
CONTRACT	PROJECT
R-43995	2100263

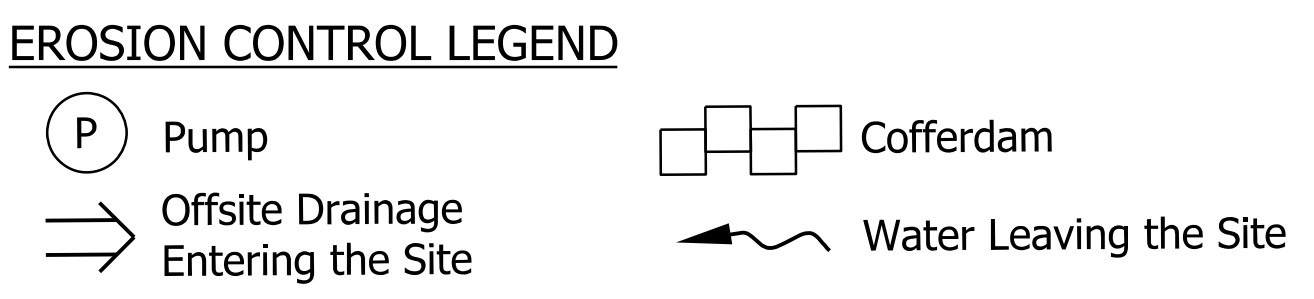




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 N: 183479.14  
 E: 849501.23

CURVE DATA  
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 D = 02°00'00.00"  
 R = 2864.79'  
 T = 267.44'  
 L = 533.33'  
 E = 12.46'

- Note:
1. Cofferdam shall be in place while relocated ditch is being constructed.
  2. A pump around shall be used to maintain jurisdictional flow of Lost Creek while existing channel is being filled in. The relocated channel will be stabilized prior to jurisdictional flow being introduced to the channel.



**DRAFT**  
 NOT FOR CONSTRUCTION

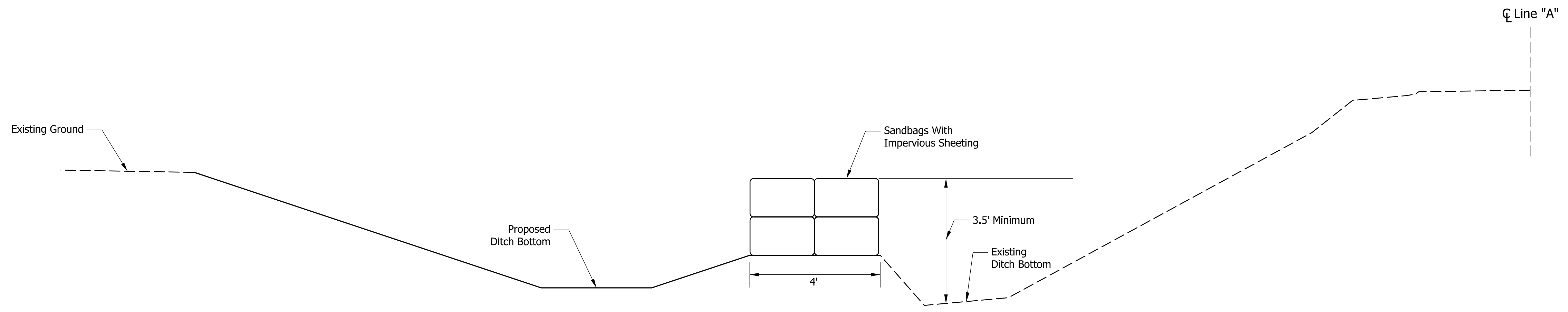
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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

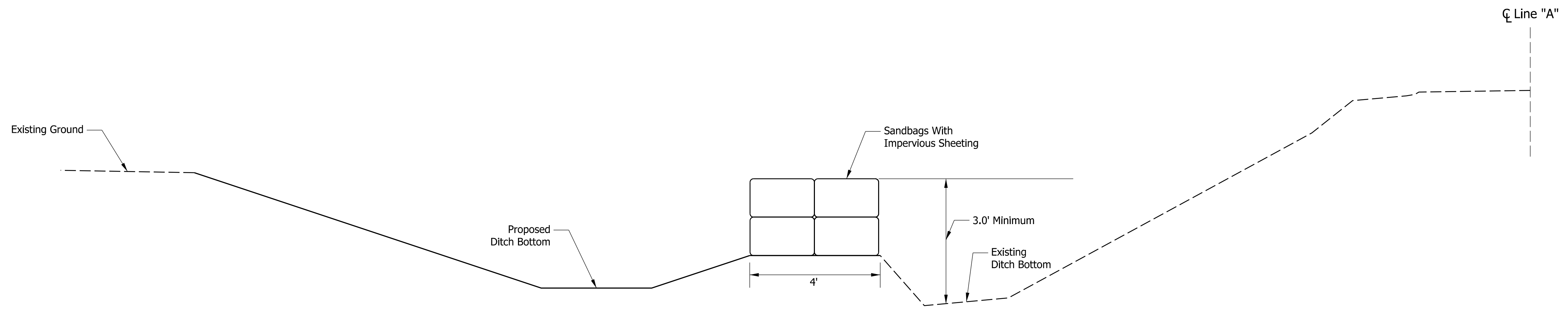
EROSION CONTROL SHEET  
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 STA. 435+00.00 TO STA. 441+00.00

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 2100263
SURVEY BOOK ELECTRONIC	SHEETS 17 of 51
CONTRACT R-43995	PROJECT 2100263

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**Stream Maintenance Detail**  
 N.T.S.  
 Sta. 424+00 - Sta. 428+15



**Stream Maintenance Detail**  
 N.T.S.  
 Sta. 430+25 - Sta. 434+00

9/20/2023; 3:23:14 PM  
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 NOT FOR CONSTRUCTION

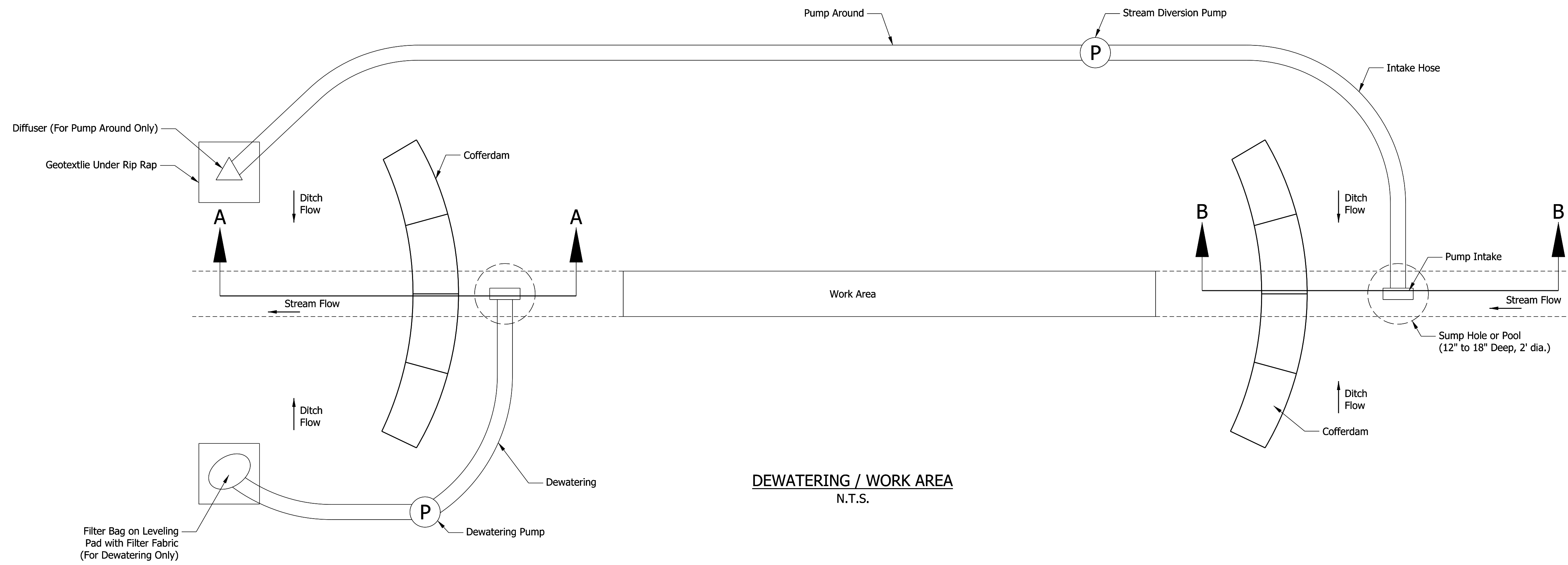
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INDIANA  
 DEPARTMENT OF TRANSPORTATION

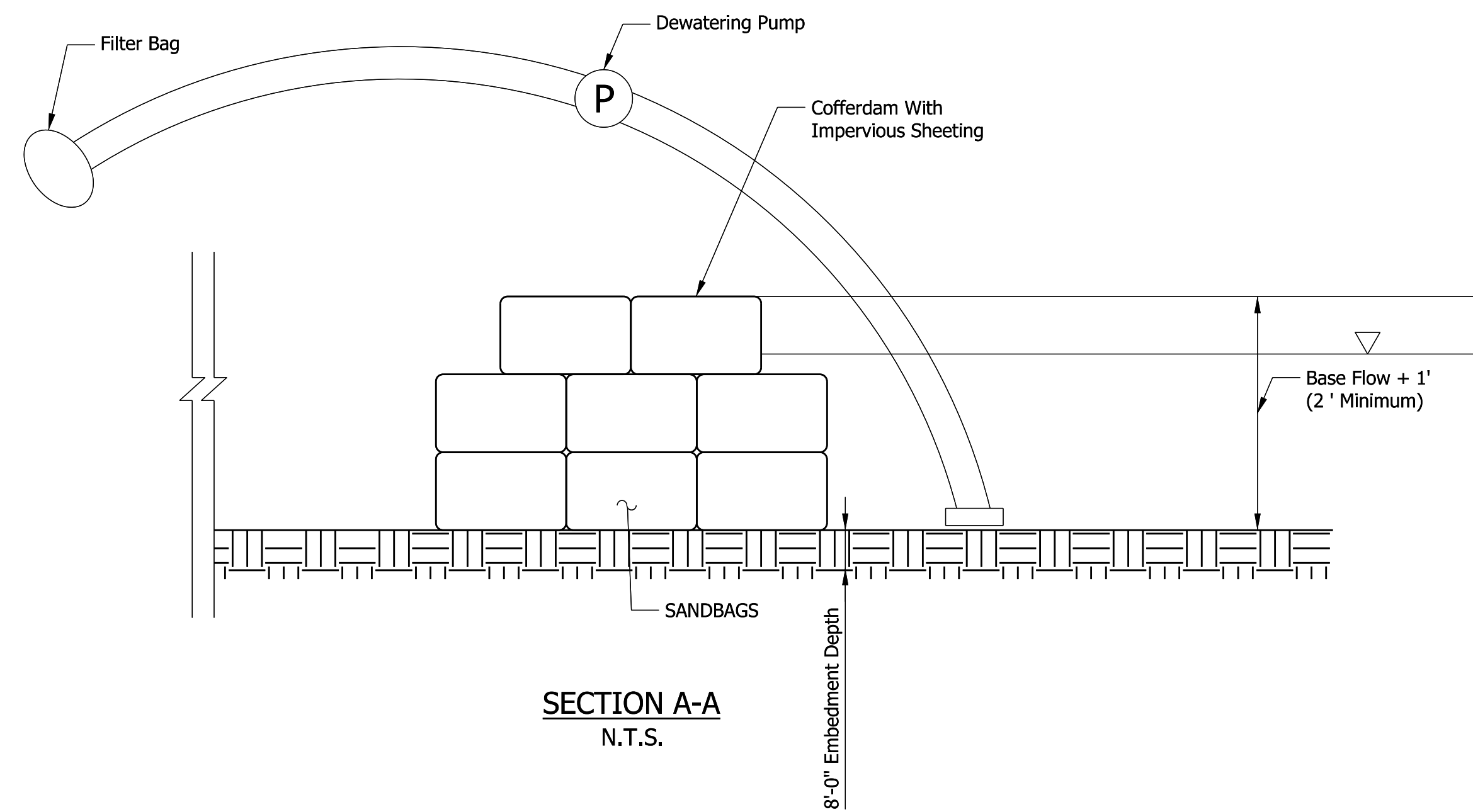
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ELECTRONIC	18 of 51
CONTRACT	PROJECT
R-43995	2100263

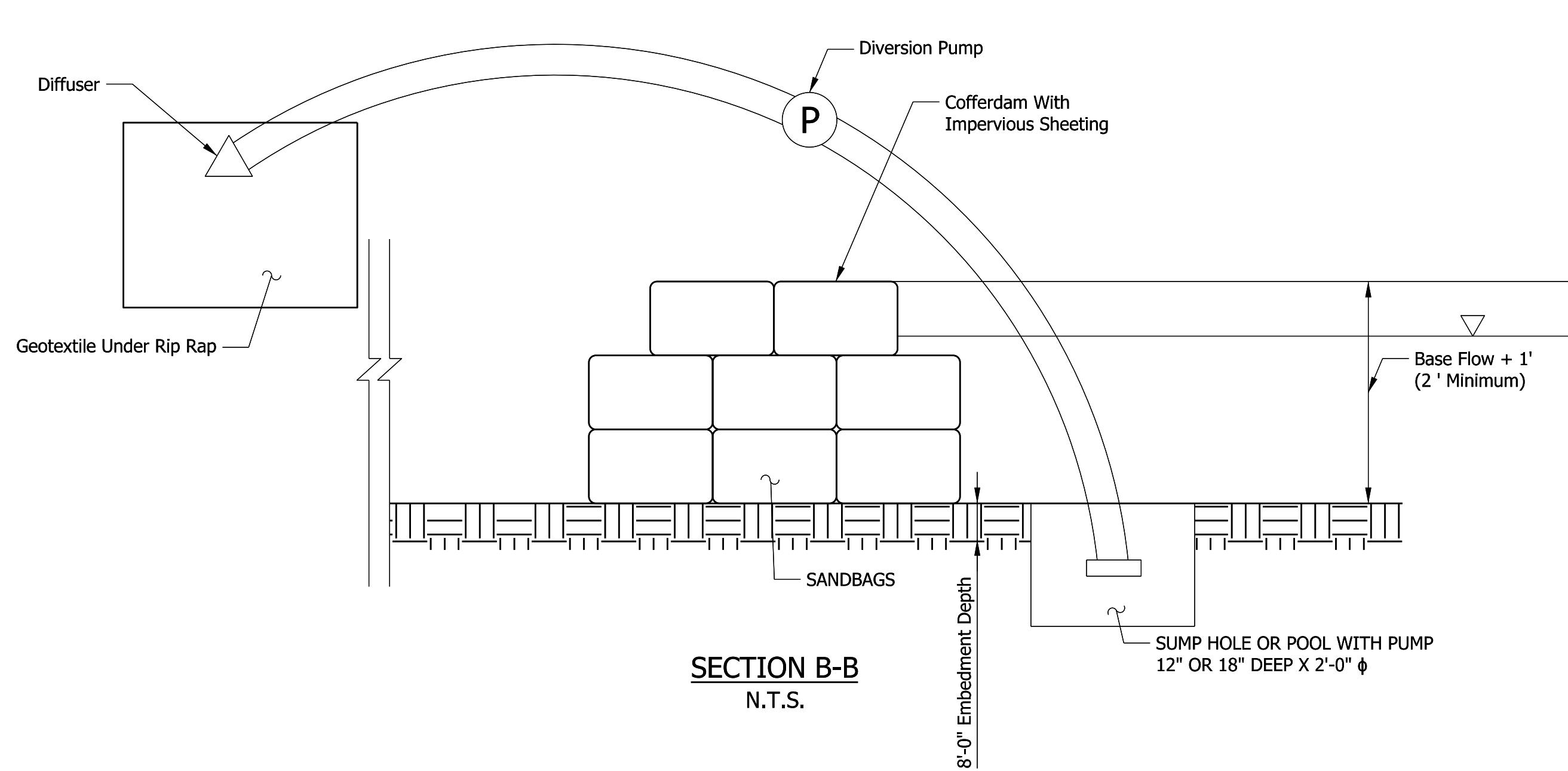
**NOTE TO REVIEWER**  
Pump around details to be finalized during the development of the CSGP.



**DEWATERING / WORK AREA**  
N.T.S.



**SECTION A-A**  
N.T.S.



**SECTION B-B**  
N.T.S.

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**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MRW	DRAWN: DMR	
CHECKED: CFS	CHECKED: CFS	

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PUMP AROUND DETAIL**

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS ESC-05
ELECTRONIC	19 of 51
CONTRACT	PROJECT
R-43995	2100263

422+00

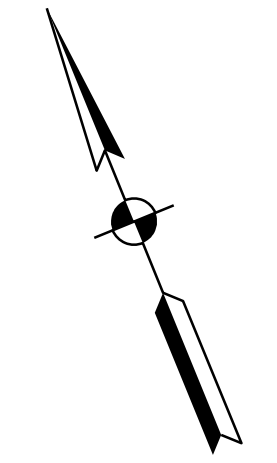
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424+00

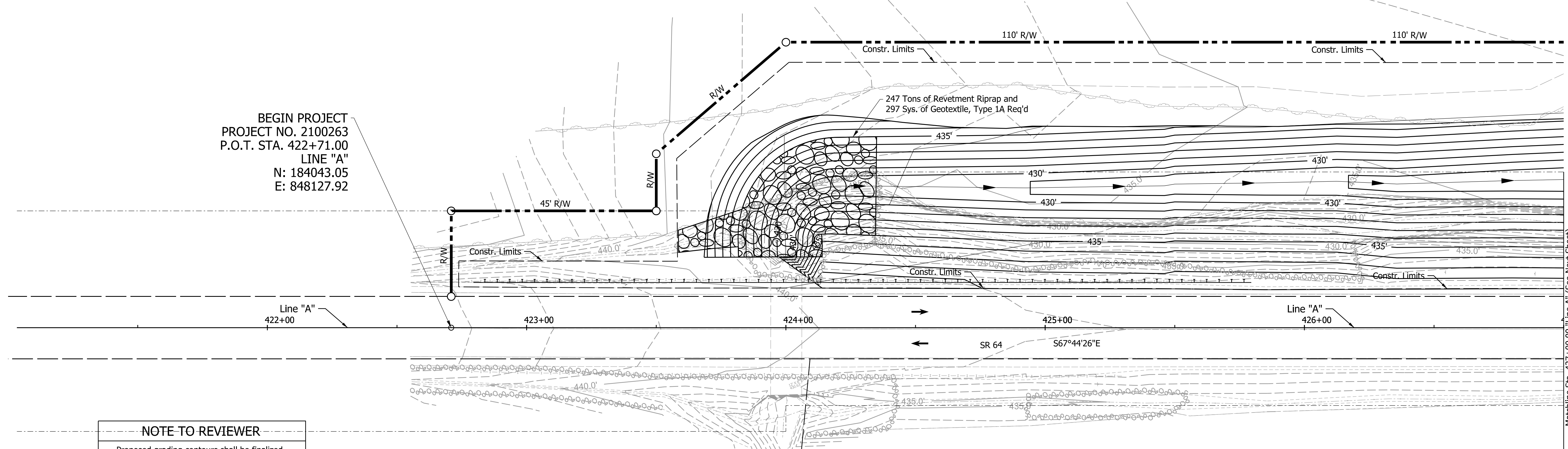
425+00

426+00

427+00



BEGIN PROJECT  
PROJECT NO. 2100263  
P.O.T. STA. 422+71.00  
LINE "A"  
N: 184043.05  
E: 848127.92



**NOTE TO REVIEWER**  
Proposed grading contours shall be finalized following coordination with INDOT Environmental and approval of final Geotech Report.

Matchline Sta. 427+00.00 "Line A" (See Next Sheet)

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NOT FOR CONSTRUCTION

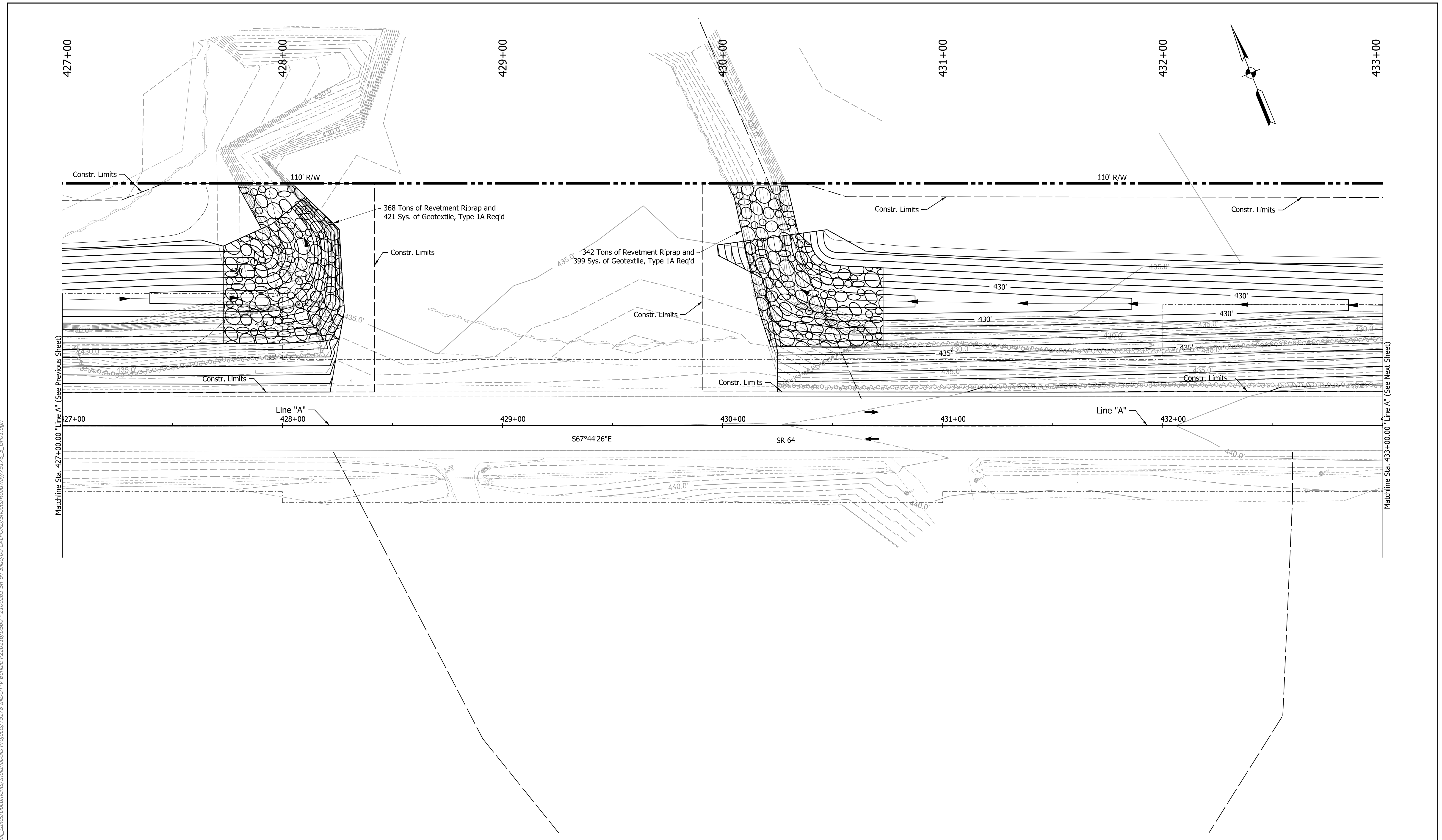
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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

GRADING PLANS  
LINE "A"

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 2100263
SURVEY BOOK ELECTRONIC	SHEETS 20 of 51
CONTRACT R-43995	PROJECT 2100263

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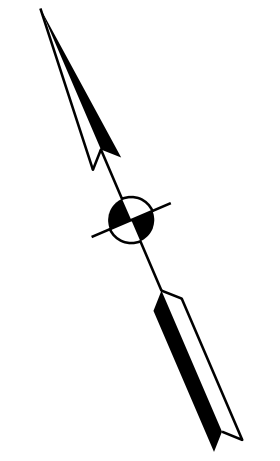
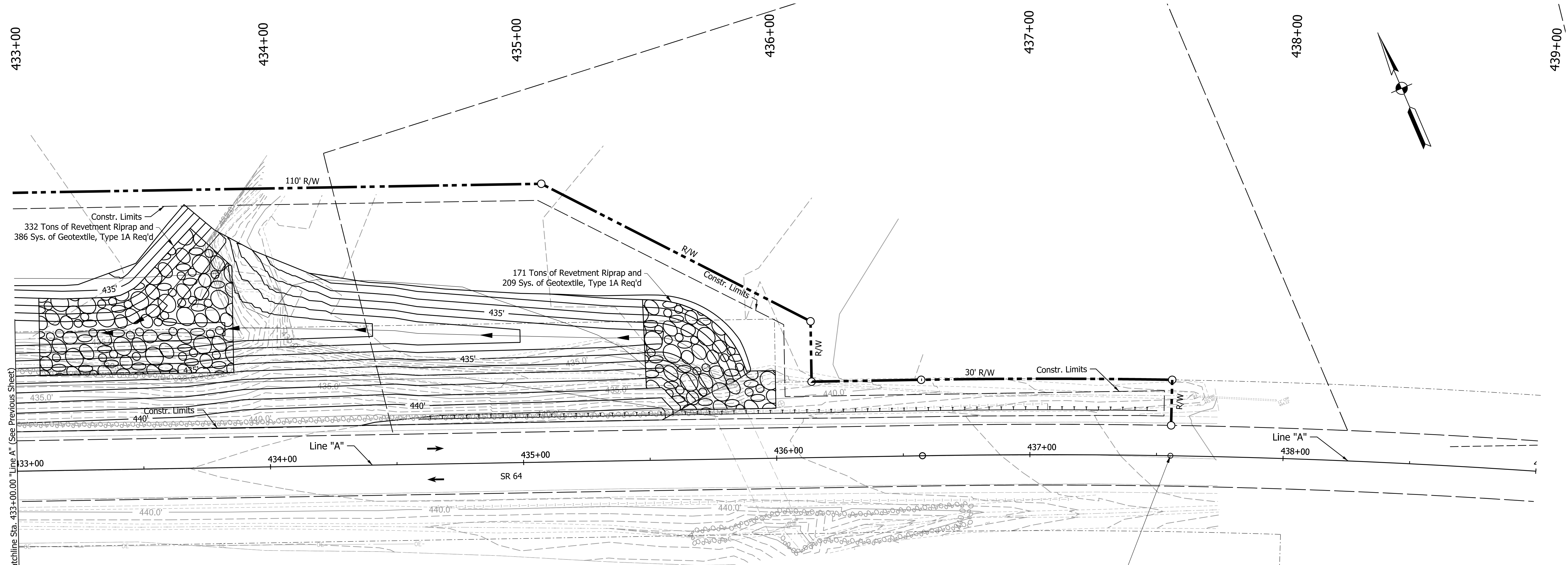


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DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
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INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 GRADING PLANS  
 LINE "A"

HORIZONTAL SCALE	BRIDGE FILE	
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VERTICAL SCALE	DESIGNATION	
N/A	2100263	
SURVEY BOOK	SHEETS	GD-02
ELECTRONIC	21	of 51
CONTRACT	PROJECT	
R-43995	2100263	



Constr. Limits  
332 Tons of Revetment Riprap and  
386 Sys. of Geotextile, Type 1A Req'd

171 Tons of Revetment Riprap and  
209 Sys. of Geotextile, Type 1A Req'd

END PROJECT  
PROJECT NO. 2100263  
P.O.T. STA. 437+55.50  
LINE "A"  
N: 183479.14  
E: 849501.23

Matchline Sta. 433+00.00 "Line A" (See Previous Sheet)

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**DRAFT**  
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MRW _____	DRAWN: _____ DMR _____	
CHECKED: _____ CFS _____	CHECKED: _____ CFS _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

GRADING PLANS  
LINE "A"

HORIZONTAL SCALE 1"=20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 2100263
SURVEY BOOK ELECTRONIC	SHEETS 22 of 51
CONTRACT R-43995	PROJECT 2100263

## 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**

June 1, 2023

Early Coordination List

**Sample Early Coordination Letter**

Re: Early Coordination Letter  
Des. No. 2100263  
SR 64 Slide Correction  
Gibson County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a slide correction project located along State Road (SR) 64 in Gibson 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:** The project is located on SR 64, from approximately 2.3 miles to 2.4 miles west of I-69, between Reference Post (RP) 019+018 and RP 019+045. More specifically, the project is located in Section 20 of Township 2 South, Range 9 West in Center Township.

**Existing Conditions:** This section of SR 64 is a two-lane rural minor arterial with multiple speed limits within the project area, from 40 miles per hour (mph) to 55 mph. There are two 12-foot travel lanes, one in each direction, and a three-foot outside shoulder. The existing right-of-way on SR-64 around the project area is approximately 20 feet to the south and 30 feet to the north of the road centerline.

**Purpose and Need:** The purpose of the project is to maintain the vehicular crossing in the area. The need for this project is due to a roadway slide occurring in the area.

**Proposed Project:** This project proposes to address an existing slide occurring along SR 64, from approximately RP 019+018 to RP 019+045, by relocating the existing waterways, noted on the United States Geological Survey (USGS) topographic map as Lost Creek and unnamed tributary (UNT) to Lost Creek, from the westbound foreslope to a location that will protect the roadway from weakening. The proposed channel relocation will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts. Tree clearing will be necessary for this project.

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*An Equal Opportunity  
Employer*





**Right-of-Way:** Permanent right-of-way acquisition of greater than 0.5 acre is anticipated. INDOT will perform utility coordination to verify location of surrounding utilities for potential relocation.

**Maintenance of Traffic (MOT):** The anticipated maintenance of traffic plan will utilize phased construction and a temporary traffic signal.

**Surrounding Resources:** Land use in the vicinity of the project is primarily agricultural and includes one residence. A review of the Indiana Department of Environmental Management website has been conducted and the project is not located within a wellhead protection zone or source water area.

A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project qualifies 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. 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.

**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 Sharon Anton, of HNTB Corporation, at [santon@hntb.com](mailto:santon@hntb.com) or 317-917-5275. Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Sharon Anton, [santon@hntb.com](mailto:santon@hntb.com), 317-917-5275, or Katie McCormick, INDOT Project Manager, [kmccormick@indot.in.gov](mailto:kmccormick@indot.in.gov), 812-895-7479. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION



Sharon Anton  
Environmental Planner III

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

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

Cc: Katie McCormick, INDOT Project Manager  
Jonathan Oakley, HNTB Project Manager  
Christine Meador, HNTB Environmental Project Manager

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NextLevel  
INDIANA

## **Environmental Consultation List**

### **Federal**

Patrick Carpenter, Federal Highway Administration

Midwest Regional Office, National Park Service

Erik Sandstedt, Chicago Regional Office, US Department of Housing & Urban Development

John Allen, United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS)

Deborah Snyder, US Army Corps of Engineers, Louisville District, Indianapolis Regulatory Office

### **State**

Indiana Department of Environmental Management, Wetlands and Stormwater Programs

Indiana Geological and Water Survey (via webform)

Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife

Ryan Falls, Indiana Department of Transportation, Vincennes District

Steve Weinzapfel, IDNR Division of Reclamation

### **Local**

Brant Johnson, Gibson County Highway Department

Matt Holden, Gibson County Engineer

Scott Martin, Gibson County Surveyor's Office

Terry Hedges, Gibson County Emergency Management

Ken Montgomery, Gibson County District 2 Commissioner

Bruce Vanoven, Gibson County Sheriff's Department

James Wilson, East Gibson School Corporation

Vincent Kolb, Town of Francisco Volunteer Fire Department

Jonnie Watkins, Town of Francisco Board

## Sharon Anton

---

**From:** Falls, Ryan G <RFalls@indot.IN.gov>  
**Sent:** Friday, June 2, 2023 11:36 AM  
**To:** Sharon Anton  
**Cc:** Christine Meador; Jonathan Oakley; McCormick, Katie M  
**Subject:** RE: Early Coordination - Des 2100263, SR 64 Slide Correction Project

Sharon Anton,

At this time, our office has no comment on this project. Thank you for the opportunity to respond to early coordination.

### Ryan Falls

#### *Capital Program Management-Senior Environmental Manager Supervisor*

Indiana Department of Transportation  
3650 South US Highway 41  
Vincennes, IN 47591

**Email:** [rfalls@indot.IN.gov](mailto:rfalls@indot.IN.gov)

**Cell:** 812-582-1387



855-463-6848

---

**From:** Sharon Anton <santon@HNTB.com>  
**Sent:** Thursday, June 1, 2023 3:45 PM  
**Cc:** Christine Meador <CMeador@HNTB.com>; Jonathan Oakley <joakley@HNTB.com>; McCormick, Katie M <KMccormick@indot.IN.gov>  
**Subject:** Early Coordination - Des 2100263, SR 64 Slide Correction Project

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

---

Good afternoon,

Please see the attached early coordination letter and supporting graphics for the SR 64 Slide Correction Project (Des 2100263).

If you have any questions regarding this project, please feel free to contact me by phone or email.

Best regards,

### Sharon Anton

Environmental Planner III  
Environmental Planning  
Tel (317) 917-5275 Email [santon@hntb.com](mailto:santon@hntb.com)

### HNTB CORPORATION

111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 | [hntb.com](http://hntb.com)

**THIS IS NOT A PERMIT**

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

---

**DNR#:** ER-25665

**Request Received:** June 1, 2023

**Requestor:**

Sharon Anton  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204

**Project:**

SR 64 slide correction via relocation of Lost Creek & UNT Lost Creek, from 2.3 miles to 2.4 miles west of I-69;  
Des #2100263

**County/Site Info:** Gibson County

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

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

**Regulatory Assessment:**

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

**Natural Heritage Database:**

The Natural Heritage Program's data have been checked. The State species of special concern Woodland Box Turtle (*Terrapene carolina Carolina*) has been documented within 0.5 miles of the project area.

**Fish and 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:

**A) Heritage Species:**

No significant impacts to the Box Turtle are expected due to this project.

**B) Stream Relocation:**

If channel relocation is unavoidable, experienced professionals with backgrounds in soils, botany, ecology, fish and wildlife management, fluvial geomorphology, and engineering should design the channel relocation due to the complexity in recreating a stream channel and healthy aquatic environment.

Stream relocation requires replacement of lost qualities and characteristics on the relocated segment, which are at least equal to the original segment, and which fit the surrounding landscape. Natural channel design is applied to the relocated segment, including elements needed to complement upstream and downstream conditions. To the extent practicable, the relocated segment should have a similar cross-section, substrate, in-

stream features, and riparian corridor and channel morphology when compared to the original segment. The USDA's Natural Resources Conservation Service, among others, provide helpful information on channel design. Further information can be found at: [https://www.bae.ncsu.edu/wp-content/uploads/2017/07/sr\\_guidebook.pdf](https://www.bae.ncsu.edu/wp-content/uploads/2017/07/sr_guidebook.pdf).

A Qualitative Habitat Evaluation Index (QHEI) needs to be developed for the stream to be relocated which will be the minimum QHEI score for the relocated stream and to the extent practicable, the relocated segment will have similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment.

Stream relocations, stream crossings, stream enclosures (e.g., culverts and pipes), and other similar projects typically result in impacts upon in-stream habitat that require in-stream mitigation. Because in-stream impacts vary widely, in-stream mitigation is considered on a case-by-case basis. Mitigation discussions should involve the U.S. Army Corps of Engineers (USACE) and Indiana Department of Environmental Management (IDEM).

#### C) 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: <https://www.in.gov/nrc/files/IB-17.pdf>.

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites

Seeding and stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

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

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers, as well as hardwood trees and shrubs if any woody plants are disturbed during construction, native to Southern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits in-channel 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 (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

8. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**Contact Staff:**

Our agency appreciates this opportunity to be of service. Please contact me at [mbuffington@dnr.in.gov](mailto:mbuffington@dnr.in.gov) or (317) 233-4666 if we can be of further assistance.

*Matt Buffington*

**Date:** June 30, 2023

\_\_\_\_\_  
Matt Buffington  
Environmental Unit Supervisor  
Division of Fish and Wildlife

## Organization and Project Information

**Project ID:**  
**Des. ID:** 2100263  
**Project Title:** SR 64 Slide Correction  
**Name of Organization:** HNTB  
**Requested by:** Sharon Anton

## Environmental Assessment Report

1. Geological Hazards:
  - Potential Mine Subsidence ([CMIS](#))
  - High liquefaction potential
  - 1% Annual Chance Flood Hazard
2. Mineral Resources:
  - Bedrock Resource: Low Potential
  - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells
  - Underground Coal Mines
  - Surface Coal Mines

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

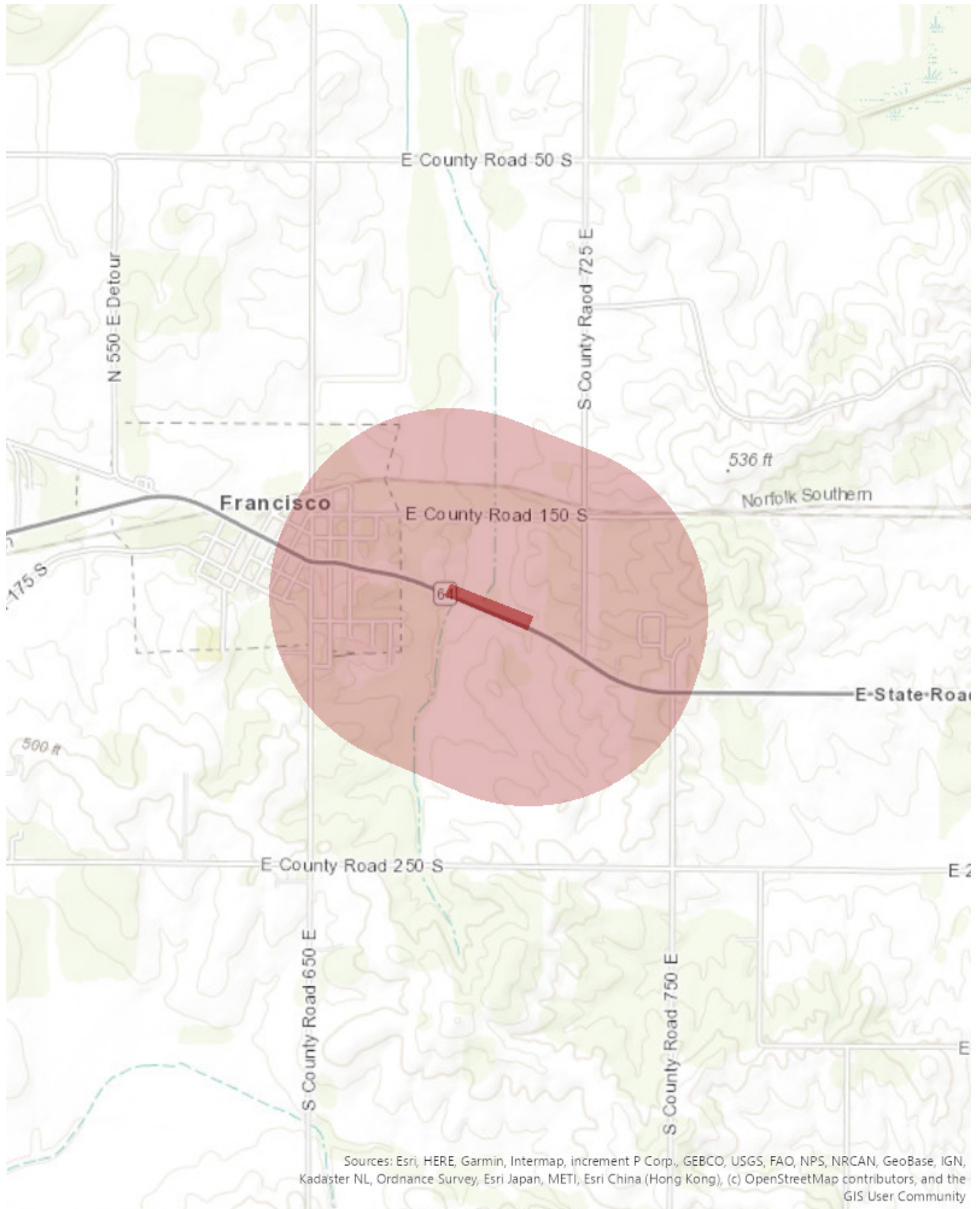
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

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

Phone: 812 855-7428

Date: September 07, 2023





September 11, 2023

Sharon Anton  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Ms. Anton:

The proposed SR 64 Slide Correction Project in Gibson County, Indiana, (Des. No.2100263) as referred to in your letter received September 7, 2023, will cause a conversion of prime farmland.

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

If you need additional information, please contact John Allen at 317-295-5859 or [john.allen@usda.gov](mailto:john.allen@usda.gov)

Sincerely,

**JOHN ALLEN** Digitally signed by JOHN ALLEN  
Date: 2023.09.11 10:21:02 -04'00'

JOHN ALLEN  
State Soil Scientist

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project <b>DES2100263 SR64 Slide Correction R+</b>		Federal Agency Involved				
Proposed Land Use		County and State <b>Gibson County, IN</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form: <b>JRA</b>		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
					<b>430 ac</b>	
Major Crop(s) <b>Corn</b>	Farmable Land In Govt. Jurisdiction Acres: <b>285330</b> % <b>89</b>	Amount of Farmland As Defined in FPPA Acres: <b>21177</b> % <b>66</b>				
Name of Land Evaluation System Used <b>LESA</b>	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS <b>9/11/2023</b>				
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		<b>2.87</b>				
B. Total Acres To Be Converted Indirectly		<b>0</b>				
C. Total Acres In Site		<b>2.87</b>				
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		<b>1.69</b>				
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>&lt;0.001</b>				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>70</b>				
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>66</b>				
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	<b>15</b>			
2. Perimeter In Non-urban Use		(10)	<b>10</b>			
3. Percent Of Site Being Farmed		(20)	<b>0</b>			
4. Protection Provided By State and Local Government		(20)	<b>0</b>			
5. Distance From Urban Built-up Area		(15)	<b>5</b>			
6. Distance To Urban Support Services		(15)	<b>0</b>			
7. Size Of Present Farm Unit Compared To Average		(10)	<b>0</b>			
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>			
9. Availability Of Farm Support Services		(5)	<b>5</b>			
10. On-Farm Investments		(20)	<b>0</b>			
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>			
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>			
TOTAL SITE ASSESSMENT POINTS		<b>160</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>
Site Selected: <b>A</b>		Date Of Selection <b>September 14, 2023</b>		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: <b>The preferred alternative (Site A) was selected because it meets the purpose and need of the project to correct the slide occurring on SR 64 in this location.</b>						
Name of Federal agency representative completing this form: <b>Sharon Anton</b>					Date: <b>9/14/2023</b>	

(See Instructions on reverse side)

Form AD-1006 (03-02)

## Sharon Anton

---

**From:** Archer, Michael D <MArcher1@dnr.IN.gov>  
**Sent:** Tuesday, June 6, 2023 3:08 PM  
**To:** Sharon Anton  
**Cc:** Weinzapfel, Steve J; Ripley, Andrew B  
**Subject:** Early Coordination - Des. No. 2100263, SR 64 Slide Correction Project  
**Attachments:** 802008.pdf

Hello Sharon Anton,

First off, I wanted to reach out and introduce myself. My name is Michael Archer and I work as an Environmental Specialist for the DNR Division of Reclamation's Abandoned Mine Land Program and I review and respond to Agency Early Coordination requests for the division.

I have reviewed documents sent to this office on June 1<sup>st</sup>, 2023, regarding the SR 64 Slide Correction project under the Des. No. 2100263 in Gibson County, Indiana. After consulting our Coal Mine Information System (CMIS) web map it seems that there is one underground mine that lies underneath the project detailed in this report. The mine in question is known as Francisco Underground and is a mine that is still in operation. The mine has an unknown depth with unknown seam thickness. The Abandoned Mine Land program has had no projects to address safety, health, or environmental hazards in relation to this mine and there have been no AML projects within the recommended project limits of Des. No. 2100263. Given the scope of Des. No. 2100263, current mining activities should have no foreseeable impact on your work. Furthermore, after review of the information sent after review of the information sent, I do not foresee any adverse effects incurred as a result of this project. If you would like more information on the mining history of this area, please see our CMIS web application. CMIS provides a map view of where mining has occurred in the state of Indiana showing location, a mine record, and a mine map if available.

CMIS Link: <https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=f30ca6a781cb4209b6e614789ca7185b>

- Just type the address into the search bar or scroll to location. If you click on the surface mine (orange) or underground mine (blue), it will open an information box. If you click more information, the mine record will open in a new tab.

If you need written records, you will need to fill out a form to request additional information for the mine. The directions to do this are below.

Form to request additional information on the mine: [form \(PDF\)](#)  
Fill out Request for Public Record form and email to [pac@dnr.in.gov](mailto:pac@dnr.in.gov)  
or mail to DNR, Public Record Request  
Indiana Government Center South  
402 W. Washington St., Room W256  
Indianapolis, Indiana 46204  
(317) 232-4200  
(317) 233-6811

Please let me know if you have any questions or concerns and I have attached the Mine Report associated with this project to this email.

Thank you for taking the time to read this, and again I apologize for taking so long to respond to this inquiry. Have a fantastic day.

--

Michael Archer

# COAL MINE INFORMATION SYSTEM

## Mine/Pit Data Sheet

MINENUMB

802008

Underground

### MINE NAME HISTORY

Mine Name	Start	End
Francisco Underground	2003	7007

### START DATE

MIN	Start	MAX
2003	2003	2003

### END DATE

MIN	End	MAX
7007	7007	7007

### STATE/INTERIM PERMITS

Permit Number
N/A

### REGULATORY PERMITS

Permit Number
U-023

State Permits were issued prior to the passage of the Surface Mining Control and Reclamation Act of 1977. Interim Permits were issued from 1977 until 1982, when the Regulatory Program gained primacy.

### MINE OWNERSHIP HISTORY

Company Name	Start	End
Peabody Coal Co.	2009	7007
Black Beauty Coal Co.	2003	2008

### OPERATIONS

Coal Removal Method	Slope
Removal Equipment	UNKNOWN
Transportation Type	Railroad
Preparation Method	Washed

### COUNTIES

County Name	Primary
Gibson	Yes

### QUADRANGLES

Quadrangle Name	Primary
Francisco	Yes

### TRS LOCATIONS

Twp	DR	Rng	DR	SecType	Sec	Quarters
2	S	9	W	Sec.	17	
2	S	9	W	Sec.	20	
2	S	9	W	Sec.	21	
2	S	9	W	Sec.	28	
2	S	9	W	Sec.	29	
2	S	9	W	Sec.	30	
2	S	9	W	Sec.	31	
2	S	9	W	Sec.	32	
2	S	9	W	Sec.	33	
3	S	9	W	Sec.	5	
2	S	10	W	Sec.	25	
2	S	10	W	Sec.	36	
2	S	10	W	Sec.	26	
3	S	9	W	Sec.	4	
3	S	9	W	Sec.	6	
2	S	9	W	Sec.	19	
3	S	9	W	Sec.	9	

Indiana Geological Survey

Indiana University

Wednesday, February 13, 2019

#### Explanation of Year Codes:

7007 Mine is currently in operation

1001 Minimum date is unknown

9009 Maximum date is unknown

# COAL MINE INFORMATION SYSTEM

## Mine/Pit Data Sheet

MINENUMB

802008

Underground

3	S	9	W	Sec.	3	
2	S	9	W	Sec.	34	
2	S	9	W	Sec.	16	
2	S	9	W	Sec.	27	
2	S	9	W	Sec.	22	

### COAL GEOLOGY

Coal Seam/Member	Depth (ft)	Thickness (ft)	Roof Lithology	Floor Lithology	Original Correlation
Springfield Coal Mbr.	-9999	-9999	UNKNOWN	UNKNOWN	UNKNOWN

### COMMENTS

NOTES AND COMMENTS
Updated with current activity map from IBM: #610528 (scanned).
Updated with current activity map from IBM: #610564 (scanned).
Updated with current activity map from IBM: #610591 (scanned).
Updated with 2008 activity map from IBM: #610631 (scanned).
Updated with 2009 activity map from IBM: #610669 (scanned).
Updated with 2010 activity map from IBM: #610705 (scanned).
Updated with 2011 activity map from IBM: #610746 (scanned).
Updated with 2012 activity map from IBM: #610793 (scanned).

### CITATIONS

Abbreviated Citation	Internal No.	Digital
Company Mine Map	610528	Yes
Company Mine Map	610564	Yes
Company Mine Map	610591	Yes
Company Mine Map	610631	Yes
Company Mine Map	610669	Yes
Company Mine Map	610705	Yes
Company Mine Map	610746	Yes
Company Mine Map	610793	Yes
Company Mine Map	610827	Yes
Company Mine Map	610856	Yes
Company Mine Map	610887	Yes
Company Mine Map	610913	Yes

Indiana Geological Survey

Indiana University

Wednesday, February 13, 2019

#### Explanation of Year Codes:

7007 Mine is currently in operation

1001 Minimum date is unknown

9009 Maximum date is unknown

# COAL MINE INFORMATION SYSTEM

## Mine/Pit Data Sheet

MINENUMB

802008

Underground

Updated with current activity map from IBM:  
#610827 (scanned).

Updated with current activity map from IBM:  
#610856 (scanned).

Updated with 2015 activity map from DoR #610887.

Updated with 2016 activity map #610913 from DoR.

Updated with 2017 activity map #610931 from DoR.

**Indiana Geological Survey**

**Indiana University**

Wednesday, February 13, 2019

**Explanation of Year Codes:**

7007 Mine is currently in operation

1001 Minimum date is unknown

9009 Maximum date is unknown

## Sharon Anton

---

**From:** Jonnie Watkins, Clerk Treasurer <clerktreasurer@townoffrancisco.com>  
**Sent:** Friday, June 2, 2023 10:57 AM  
**To:** Sharon Anton  
**Subject:** RE: Early Coordination - Des 2100263, SR 64 Slide Correction Project

The Town of Francisco provides water to the entire work area of DES 2100263. We provide sewer to the properties at 6935 E SR 64 and 6903 E SR 64. I have notified the board of your request for information and specifically for location of the water and sewer lines. I will provide that information when I have it. As I advised on the phone, the board does not do email, so I have called them and printed out your email for them.

Jonnie Watkins, IAMC, CMO  
Clerk Treasurer  
Town of Francisco  
PO Box 66  
Francisco IN 47649-0066  
812-782-3573 or 812-779-6808  
Fax: 812-782-3593  
clerktreasurer@townoffrancisco.com

---

**From:** Sharon Anton <santon@HNTB.com>  
**Sent:** Thursday, June 1, 2023 2:45 PM  
**Cc:** Christine Meador <CMeador@HNTB.com>; Jonathan Oakley <joakley@HNTB.com>; McCormick, Katie M <kmccormick@indot.in.gov>  
**Subject:** Early Coordination - Des 2100263, SR 64 Slide Correction Project

Good afternoon,

Please see the attached early coordination letter and supporting graphics for the SR 64 Slide Correction Project (Des 2100263).

If you have any questions regarding this project, please feel free to contact me by phone or email.

Best regards,

**Sharon Anton**  
Environmental Planner III  
Environmental Planning  
Tel (317) 917-5275 Email [santon@hntb.com](mailto:santon@hntb.com)

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## RECORD OF TELEPHONE CALL



<b>JOB NO.</b> <u>75178 DS 060</u>	<b>DATE</b> <u>02 June 2023</u>
<b>CALL TO</b> <u>Harold Everett</u>	<b>OF</b> <u>Town of Francisco Town Board</u>
<b>CALL FROM</b> <u>Sharon Anton</u>	<b>OF</b> <u>HNTB</u>

### SUBJECT DISCUSSED

Harold Everett, President of the Town of Francisco Town Board, called and left a voicemail for Sharon Anton on June 2, 2023. This call was in response to the Early Coordination Letter sent to the town clerk on June 1, 2023. Ms. Anton called back later that day and spoke to Mr. Everett, who confirmed that the water lines for the town are on the south side of SR 64, outside of the proposed project limits for the slide correction project. He also confirmed that there is a sewer line on the west side of the bridge within the project area, which was not within the proposed project limits.

Mr. Everett asked if HNTB needed anything else from him, or if he needed to go out to the site. Ms. Anton relay that nothing else was required at this time. Mr. Everett stated that he lives 4 houses down from the project and he could easily participate in future field checks if that would be helpful, so he might be interested to hear of future field visits. He can be reached at [h.everett@townoffrancisco.com](mailto:h.everett@townoffrancisco.com) or at 812-698-1614.

### ACTION TO BE TAKEN

- Relay Mr. Everett's notes about water and sewer to the utility coordination team
- Relay Mr. Everett's contact information to the utility coordinator and design team.





## 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:

September 14, 2023

Project code: 2023-0125862

Project Name: SR 64 Slide Correction Project (Des. No. 2100263)

Subject: Concurrence verification letter for the 'SR 64 Slide Correction Project (Des. No. 2100263)' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated September 14, 2023 to verify that the **SR 64 Slide Correction Project (Des. No. 2100263)** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

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

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

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

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

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed 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 64 Slide Correction Project (Des. No. 2100263)

### DESCRIPTION

INDOT and FHWA intend to proceed with a slide correction project along SR 64 from approximately 2.3 miles to 2.4 miles west of I-69. Specifically, the project is located in Section 20 of Township 2 South, Range 9 West in Center Township, Gibson County, Indiana.

The proposed project will address an existing slide occurring along SR 64 by relocating the existing waterways, which are noted on the United States Geological Survey (USGS) topographic map as Lost Creek and unnamed tributary (UNT) to Lost Creek, from the westbound fore slope to a location which that will protect the roadway from weakening. The proposed channel alignment relocation will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts.

Suitable habitat is present within and adjacent to the project area. Dominant tree species included green ash (*Fraxinus pennsylvanica*), sassafras (*Sassafras albidum*), black walnut (*Juglans nigra*), sugar maple (*Acer saccharum*), American elm (*Ulmus americana*), and mulberry (*Morus rubra*). A maximum of 1.6 acres of tree clearing may occur within the project limits. All tree clearing will be within 100 feet of the road and will be conducted during the inactive season. Construction activities are anticipated to begin in the winter of 2025 for tree clearing.

Construction activities will not increase noise above existing traffic/background levels. No permanent lighting will be installed; however, temporary lighting will be utilized during construction. A query of the USFWS Bat Database on November 28, 2022, did not identify any documented sites within 0.5 mile of the project area.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.3301666,-87.43563122616287,14z>



## DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## QUALIFICATION INTERVIEW

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

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

*No*

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

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

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

*Yes*

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

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

*Yes*

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

*No*

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

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

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

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

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

*No*

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

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

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

*No*

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

*Yes*

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

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

*B) During the inactive season*

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

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

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

*No*

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

*Yes*

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

*B) During the inactive season*

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

*Yes*

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

*No*

20. Are *all* trees that are being removed clearly demarcated?  
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
23. Does the project include slash pile burning?  
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
No
25. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)  
No
26. Will the project involve the use of **temporary** lighting *during* the active season?  
Yes
27. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?  
Yes
28. Will the project install new or replace existing **permanent** lighting?  
No
29. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?  
No
30. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?  
  
Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.  
Yes
31. Will the project raise the road profile **above the tree canopy**?  
No



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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

35. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

36. **Tree Removal AMM 1**

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

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

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

Yes

37. **Tree Removal AMM 3**

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

Yes

38. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

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

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

Yes

39. **Lighting AMM 1**

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

Yes

## PROJECT QUESTIONNAIRE

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

N/A

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

N/A

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

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

1.6

## AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

**TREE REMOVAL AMM 2**

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

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

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

**GENERAL AMM 1**

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

**TREE REMOVAL AMM 1**

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

**LIGHTING AMM 1**

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

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

This key was last updated in IPaC on July 27, 2023. Keys are subject to periodic revision.

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

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

## **IPAC USER CONTACT INFORMATION**

Agency: Indiana Department of Transportation

Name: Ryan Falls

Address: 3650 South U.S. Highway 41

City: Vincennes

State: IN

Zip: 47591

Email rfalls@indot.in.gov

Phone: 8125821387

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration



## 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:  
Project Code: 2023-0125862  
Project Name: SR 64 Slide Correction Project (Des. No. 2100263)

September 14, 2023

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

### To Whom It May Concern:

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

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

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

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

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

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

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

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

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

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

Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

## OFFICIAL SPECIES LIST

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

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street  
Bloomington, IN 47403-2121  
(812) 334-4261



## PROJECT SUMMARY

Project Code: 2023-0125862  
Project Name: SR 64 Slide Correction Project (Des. No. 2100263)  
Project Type: Slide Repair - Roadways  
Project Description: INDOT and FHWA intend to proceed with a slide correction project along SR 64 from approximately 2.3 miles to 2.4 miles west of I-69. Specifically, the project is located in Section 20 of Township 2 South, Range 9 West in Center Township, Gibson County, Indiana.

The proposed project will address an existing slide occurring along SR 64 by relocating the existing waterways, which are noted on the United States Geological Survey (USGS) topographic map as Lost Creek and unnamed tributary (UNT) to Lost Creek, from the westbound fore slope to a location which that will protect the roadway from weakening. The proposed channel alignment relocation will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts.

Suitable habitat is present within and adjacent to the project area. Dominant tree species included green ash (*Fraxinus pennsylvanica*), sassafras (*Sassafras albidum*), black walnut (*Juglans nigra*), sugar maple (*Acer saccharum*), American elm (*Ulmus americana*), and mulberry (*Morus rubra*). A maximum of 1.6 acres of tree clearing may occur within the project limits. All tree clearing will be within 100 feet of the road and will be conducted during the inactive season. Construction activities are anticipated to begin in the winter of 2025 for tree clearing.

Construction activities will not increase noise above existing traffic/background levels. No permanent lighting will be installed; however, temporary lighting will be utilized during construction. A query of the USFWS Bat Database on November 28, 2022, did not identify any documented sites within 0.5 mile of the project area.

### Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.3301666,-87.43563122616287,14z>



Counties: Gibson County, Indiana

## ENDANGERED SPECIES ACT SPECIES

There is a total of 5 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<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

## MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/10515">https://ecos.fws.gov/ecp/species/10515</a>	Proposed Endangered

## BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> 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: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Experimental Population, Non- Essential

## INSECTS

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

## 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.

## MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

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

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

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

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

NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
<b>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9399">https://ecos.fws.gov/ecp/species/9399</a>	Breeds May 15 to Oct 10
<b>Bobolink <i>Dolichonyx oryzivorus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
<b>Cerulean Warbler <i>Dendroica cerulea</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/2974">https://ecos.fws.gov/ecp/species/2974</a>	Breeds Apr 23 to Jul 20
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
<b>Eastern Whip-poor-will <i>Antrostomus vociferus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
<b>Field Sparrow <i>Spizella pusilla</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
<b>Golden Eagle <i>Aquila chrysaetos</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds elsewhere
<b>Henslow's Sparrow <i>Ammodramus henslowii</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3941">https://ecos.fws.gov/ecp/species/3941</a>	Breeds May 1 to Aug 31
<b>Kentucky Warbler <i>Oporornis formosus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
<b>King Rail <i>Rallus elegans</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8936">https://ecos.fws.gov/ecp/species/8936</a>	Breeds May 1 to Sep 5

NAME	BREEDING SEASON
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p><a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a></p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

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

### Probability of Presence (■)

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

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

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





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>



- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

## MIGRATORY BIRDS FAQ

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

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

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

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

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

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

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

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

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

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

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look

at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

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

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

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

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

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

### **What if I have eagles on my list?**

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

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be

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

## WETLANDS

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

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

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

### FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1Ax](#)

### RIVERINE

- [R4SBC](#)

## **IPAC USER CONTACT INFORMATION**

Agency: Indiana Department of Transportation  
Name: Sharon Anton  
Address: 111 Monument Circle  
Address Line 2: Suite 1200  
City: Indianapolis  
State: IN  
Zip: 46204  
Email: santon@hntb.com  
Phone: 3179175275

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration

## APPENDIX D: SECTION 106 OF NHPA

## Minor Projects PA Project Submittal and Assessment Form

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### 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-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

---

**Original Submission Date:** March 3, 2023

**Amended Submission Date\*:**

*\*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):**

Douglas S. Terpstra  
ASC Group, Inc.  
800 Freeway Drive North, Suite 101  
Columbus, Ohio 43229  
614-268-2514 x 3556  
[dterpstra@ascgroup.net](mailto:dterpstra@ascgroup.net)

**Project Designation Number:** 2100263

**Route Number:** SR 64

**Feature crossed (if applicable):** N/A

**City/Township:** Center      **County:** Gibson

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

The current need for this project is the eroding foreslope and shoulder condition and the potential encroachment of the erosion into the travel lane. The purpose of the project is to repair the slide in order to prevent further roadway damage from occurring and causing a ride issue in the travel lanes. The project will relocate the existing ditch line from the westbound foreslope to a location that will protect the roadway embankment from weakening. If there are trees or other vegetation that are contributing to the erosion of the foreslope, they will also be corrected with this work. It is anticipated that riprap will be placed along the foreslope of the ditch relocation. It is anticipated that the relocations will extend to each of the cross culverts to the east and west limits. This may require the replacement of the guardrail along the westbound shoulder at these structures.

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

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

## Minor Projects PA Project Submittal and Assessment Form

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

Yes  No

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

Yes  No

Inventory Page # \_\_\_\_\_

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

Yes  No

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

Permanent  Temporary  Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way: 3.75 ac of permanent right-of-way through the limits of the slide reconstruction

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

Yes  No

Archaeology (check one):

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

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

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

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

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

*\*Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

B-10. Slide corrections, slope repairs, and other erosion control measures, in undisturbed soils under the conditions listed below [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

**Condition A (Archaeological Resources)**

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 reports will

## Minor Projects PA Project Submittal and Assessment Form

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.

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

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

### **Part II: Completed by INDOT-CRO**

*Amendments will be shown in red font.*

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

General project location map  USGS map  Aerial photograph  Soil survey data

General project area photos  Archaeology Reports  Historic Property Reports

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report

Bridge inspection information/BIAS  Historic Bridge Inventory Database

SHAARD  SHAARD GIS  Streetview Imagery  County GIS Data/Property Cards

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

Terheide, Sarah

2023 A Phase Ia Archaeological Reconnaissance Survey for the Proposed SR 64 Slide Correction Project, from 2.3 Miles West of I-69 to 2.4 Miles West of I-69 in Center Township, Gibson County, Indiana (INDOT Des. No. 2100263). ASC Group, Inc., Indianapolis. Document on file at INDOT-CRO.

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

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

**Additional Comments:**



## Minor Projects PA Project Submittal and Assessment Form

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### Above-ground Resources

An INDOT-CRO historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Gibson 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 Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Crawford County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. No IHSSI-surveyed resources rated higher than "contributing" are recorded within 0.15 mile of the project.

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

Land surrounding the project area is rural with agricultural fields, wooded areas, and scattered residential properties present. Three (3) above-ground properties are within 0.15 mile of the project area. One (1) of these properties, a c.-1980 New Traditional Classical Revival house, will not be 50 years old or older by the time of project's proposed 2025 letting. The other two (2) properties are altered mid-twentieth century, ranch-style homes. For the purposes of this determination, neither of these properties appears to meet the *Residential Planning and Development in Indiana, 1940-1973* requirements to be individually eligible to the National Register.

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

### Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by ASC Group, Inc. (Terheide 2023). No archaeological sites were previously recorded within or adjacent to the project area.

A 6.2-acre survey area was investigated via a combination of: shovel probing (n= 54) in three transects; auger probing (n= 2) confirming the presence of poorly drained, hydric alluvial soils (Stendal Silt Loam [Sr]); pedestrian survey in a tilled agricultural field; and visual inspection of obviously disturbed areas. No archaeological resources were documented as a result of the survey, and no additional investigation is recommended (Terheide 2023). Therefore, there are no archaeological concerns provided that the project scope and footprint do not change.

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

**INDOT-CRO staff reviewer(s):** David Walton and Susan Branigin

## Minor Projects PA Project Submittal and Assessment Form

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INDOT Approval Date: 5/12/2023

Amendment Approval Date (if applicable):

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

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### Please attach the following to this form:

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT's Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

**Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:**

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use "NAD\_1983\_UTM" projected coordinate system. In addition, these files should contain the following *text* attribute field: DES\_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*

## Minor Projects PA Project Submittal and Assessment Form

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Photograph 1. View looking southeast from near the east end of the project area.



Photograph 2. View looking northwest from near the east end of the project area.

## Minor Projects PA Project Submittal and Assessment Form

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Photograph 3. Late twentieth century house at 7027 SR 64 opposite the center of the project area, looking southeast.



Photograph 4. View looking northwest from near the center of the project area.

## Minor Projects PA Project Submittal and Assessment Form

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Photograph 5. Non-historic culvert in project area, looking southeast.



Photograph 6. View looking northwest from near the west end of the project area.

**INDIANA SHORT REPORT**

**A Phase Ia Archaeological Reconnaissance Survey for the  
Proposed SR 64 Slide Correction Project,  
from 2.3 Miles West of I-69 to 2.4 Miles West of I-69 in  
Center Township, Gibson County, Indiana  
(INDOT Des. No. 2100263)**

**By**

**Sarah Terheide, MA**

**Submitted By:  
Andrea Crider, MA, RPA  
Principal Investigator Archaeologist  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, Indiana 46256  
317.915.9300  
[acrider@ascgroup.net](mailto:acrider@ascgroup.net)**

**Submitted To:  
Christine Meador  
HNTB Corporation  
111 Monument Circle  
Indianapolis, Indiana 46204  
317.636.4682  
[cmeador@hntb.com](mailto:cmeador@hntb.com)**

**Lead Agency: Indiana Department of Transportation**

**May 17, 2023**



**Andrea D. Crider, MA, RPA, Principal Investigator**



CULTURAL • ENVIRONMENTAL • HAZARDOUS  
EVALUATION & CONSULTING

**RECOMMENDATIONS**

Records check *(Check all that apply)*

- No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- A Phase 1a archaeological reconnaissance is recommended.
- Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted.
- A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase 1a archaeological reconnaissance *(Check all that apply)*

- It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

**Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.**

**REQUIRED ATTACHMENTS**

- Figure showing project location within Indiana
- USGS topographic map showing the project area *(1:24,000 scale)*
- Aerial photograph showing the project area, land use and survey methods
- Photographs of the project area, including, if applicable, photographs documenting disturbances
- Project plans *(if available)*

Other attachments

Appendix A: Sites and Survey Tables

References cited *(See short report instructions for required references to be consulted)*

Barnhart, John D., and Dorothy L. Riker  
1971 Indiana to 1816: The Colonial Period. The History of Indiana Vol. 1. Indiana Historical Society Press, Indianapolis.

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1876 Illustrated Historical Atlas of the State of Indiana. Baskin, Forster, Chicago. Electronic document, <http://www.historicmapworks.com/Atlas/US/9637/>, accessed January 12, 2023.

Bennett, Stacy N.  
1999 Phase Ia Archaeological Field Reconnaissance: Proposed Wastewater Project for the Town of Francisco, Gibson County, Indiana (AR-26-00115). Landmark Archaeological and Environmental Services, Inc. Submitted to Midwestern Engineers, Inc. Copies on file at the IDNR, DHPA, Indianapolis.

Bluejacket, George  
1886 A Story of the Shawanoes. Electronic document, [https://ohiohistorycentral.org/w/A\\_Story\\_of\\_the\\_Shawanoes](https://ohiohistorycentral.org/w/A_Story_of_the_Shawanoes), accessed February 16, 2023.

Cantin, Mark  
1995 Additional Phase I Arch Recon of the Black Beauty Coal Co. Francisco Mine (1787 acres), Gibson County, IN (AR-26-00363). Anthropology Laboratory, Indiana State University. Submitted to Black Beauty Coal Company. Copies on file at the IDNR, DHPA, Indianapolis.

Cochran, Donald R., Kris D. Richey, and Lisa A. Maust  
1990 Early Paleoindian Economics in the Glaciated Regions of Indiana. Research in Economic Anthropology Supplement 5: pp. 143–159. JAI Press, Greenwich, Connecticut.

Cox, Edward T., and John Collett  
1873 Map of Knox and Gibson Counties. Electronic document, <https://images.indianahistory.org/digital/collection/dc035/id/143/rec/1>, accessed January 18, 2023.

## 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: July 20, 2023

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

From: Alexis Niekamp  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, IN  
aniekamp@hntb.com

Re: RED FLAG INVESTIGATION  
DES 2100263, State Project  
Slide Correction  
SR 64, 2.3 Miles West of I-69  
Gibson 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 slide correction project on State Road (SR) 64 in Gibson County, Indiana. This project proposes to address an existing geologic slide occurring along SR 64, from RP 019+018 to RP 019+045, by relocating the existing ditch line from the westbound fore slope to a location which will protect the roadway from weakening. The proposed ditch realignment will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts.

Bridge Work Included in Project: Yes  No  Structure #(s) \_\_\_\_\_

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 \_\_\_\_\_ Permanent  # Acres 5.7, Not Applicable

Type and proposed depth of excavation: Excavation to a depth of up to ten (10) feet below ground surface (ft-bgs) is anticipated for the stream channel relocation.

Maintenance of traffic (MOT): The MOT plan for this project will utilize phased construction with a 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**

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

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

### Explanation:

**Religious Facilities\*:** One (1) religious facility is unmapped and located within the 0.5 mile search radius. Francisco Church of the Nazarene is located 0.25 mile southwest of the project area. No impact is expected.

**Recreational Facilities:** Two (2) recreational facilities are located within the 0.5 mile search radius. Although T-Time Driving Range is mapped adjacent to the project area, this facility is incorrectly mapped and does not appear to be located in the vicinity. The nearest recreational facility, Francisco Elementary School, is located 0.21 mile northwest of the project area. The school is now closed. No impact is expected.

**Pipelines:** Two (2) pipeline segments are located within the 0.5 mile search radius. The nearest segment, associated with Texas Gas Transmission Corp., is located 0.08 mile east of the project area. No impact is expected.

**Railroads:** One (1) railroad segment is located within the 0.5 mile search radius. The railroad, associated with Norfolk Southern Railroad, is located 0.27 mile north of the project area. No impact is expected.

**Schools:** One (1) school is located within the 0.5 mile search radius. The school, Francisco Elementary School, is located 0.21 mile northwest of the project area. The school is now closed. No impact is expected.

## **WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>1</b>	Canal Routes - Historic	<b>1</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>14</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>17</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>1</b>
NWI-Lines	<b>3</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>1*</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>16</b>	Sinking-Stream Basins	<b>N/A</b>

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: Three (3) NWI – Lines are located within the 0.5 mile search radius. One (1) NWI – Line, Lost 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.

IDEM 303d Listed Streams and Lakes (Impaired)\*: One (1) unmapped, impaired stream, Lost Creek, is located within the project area. Lost Creek is impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Sixteen (16) river and stream segments are located within the 0.5 mile search radius. Four (4) stream segments, all associated with Lost Creek, are 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.

Canal Routes – Historic: One (1) historic canal route is located within the 0.5 mile search radius. The Wabash-Erie Canal is located 0.46 mile northwest of the project area. No impact is expected.

NWI Wetlands: Fourteen (14) wetlands are located within the 0.5 mile search radius. One (1) wetland is 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.

Lakes: Seventeen (17) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.03 mile west of the project area. No impact is expected.

Floodplain – DFIRM: One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located 0.19 mile northwest of the project area. No impact is expected.

### **MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	<b>12</b>	Mineral Resources	<b>1*</b>
Mines – Surface	<b>2</b>	Mines – Underground	<b>8</b>

Explanation:

Petroleum Wells: Twelve (12) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well is located 0.06 mile south of the project area. No impact is expected.

Mines – Surface: Two (2) surface mines are located within the 0.5 mile search radius. The nearest surface mine is located 0.28 mile north of the project area. No impact is expected.

Mines – Underground: Eight (8) underground mines are located within the 0.5 mile search radius. Two (2) underground mines are located within or adjacent to the project area. Coordination with IDNR Reclamation Division will occur.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	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	2
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	3
Leaking Underground Storage (LUST) Sites	1	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:**

Leaking Underground Storage (LUST) Sites: One (1) LUST site is located within the 0.5 mile search radius. Rocket Oil Pantry #749 (currently Circle J), 201 West Main St, Al ID # 30705, is located 0.40 mile northwest of the project area. No impact is expected.

NPDES Facilities: Two (2) NPDES facilities are located within the 0.5 mile search radius. The nearest facility, Francisco Elementary School, 302 E Main Street, Permit #IN0050482, is located 0.21 mile northwest of the project area. The permit was terminated on March 30, 2004. No impact is expected.

NPDES Pipe Locations: Three (3) NPDES Pipe Locations are located within the 0.5 mile search radius. The nearest pipe location, Peabody Midwest Mining LLC Francisco Mine, 1225 North County Road 725 E, Permit #ING040037, is located 0.29 mile north of the project area. No impact is expected.

**ECOLOGICAL INFORMATION SUMMARY**

The Gibson 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\\_gibson.pdf](#). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The 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: N/A

WATER RESOURCES:

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

- One (1) NWI – Line is located within the project area.
- Four (4) stream segments, all associated with Lost Creek, are located within the project area.
- One (1) wetland is located within the project area.

IDEM 303d Listed Streams and Lakes (Impaired): One (1) impaired stream, Lost Creek, is located within the project area. Lost Creek is impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION:

Mines – Underground: Two (2) underground mines are located within or adjacent to the project area. Coordination with IDNR Reclamation Division will occur.

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: Nicole Fohey-Breting (Signature)

Digitally signed by  
Nicole Fohey-Breting  
Date: 2023.09.05  
23:45:21 -04'00'

Prepared by:  
Alexis Niekamp  
Planner I/GIS Analyst  
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

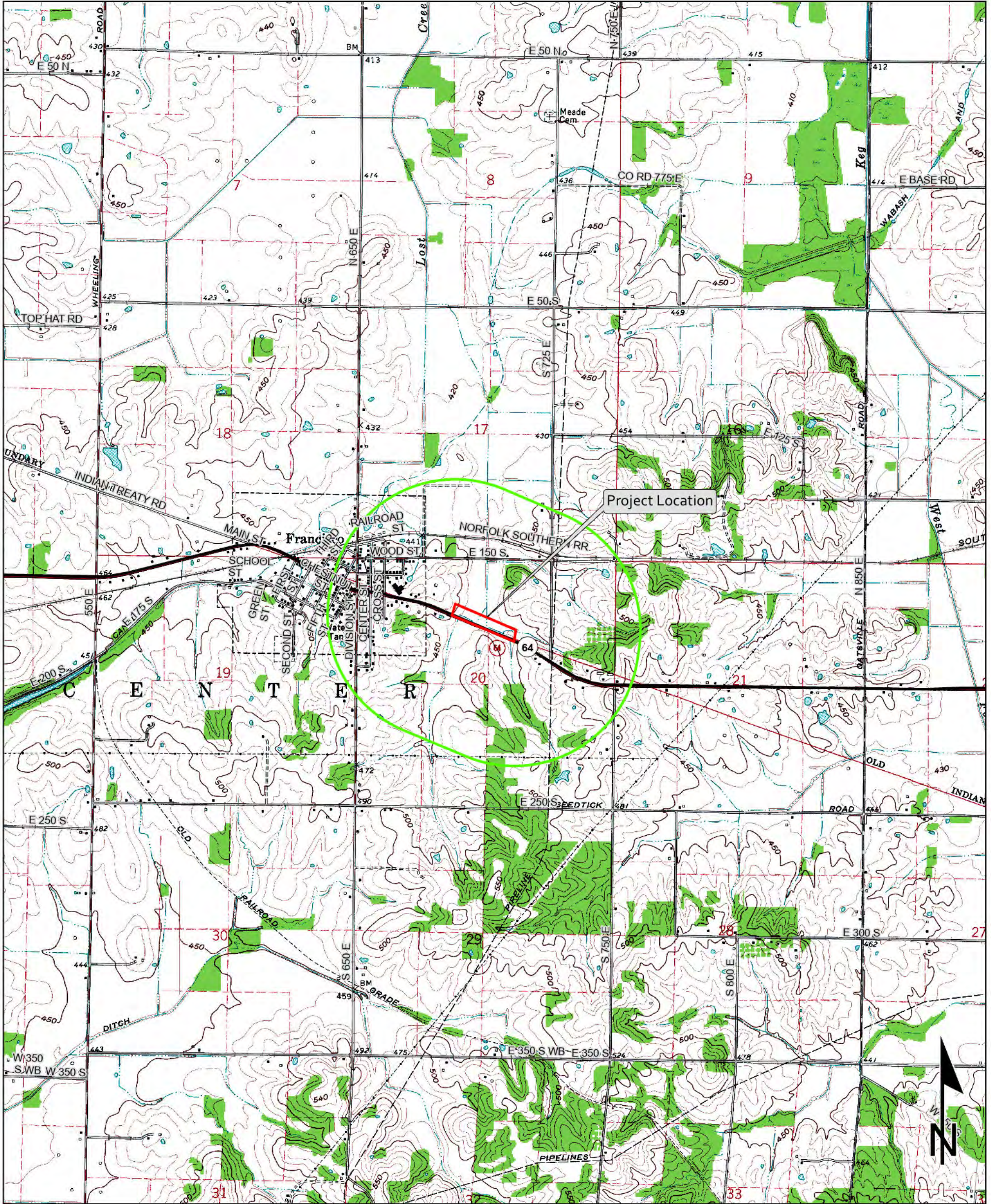
INFRASTRUCTURE: YES

WATER RESOURCES: YES

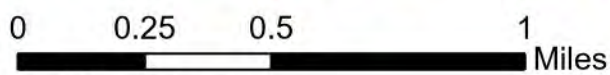
MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location  
 SR 64, 2.3 Miles West of I-69  
 Des. No. 2100263, Slide Correction  
 Gibson County, Indiana



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



**FRANCISCO QUADRANGLE  
 INDIANA 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)**

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

# Red Flag Investigation - Infrastructure

## SR 64, 2.3 Miles West of I-69

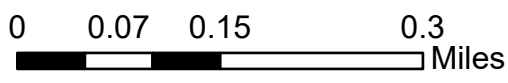
### Des. No. 2100263, Slide Correction

#### Gibson County, Indiana



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

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



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

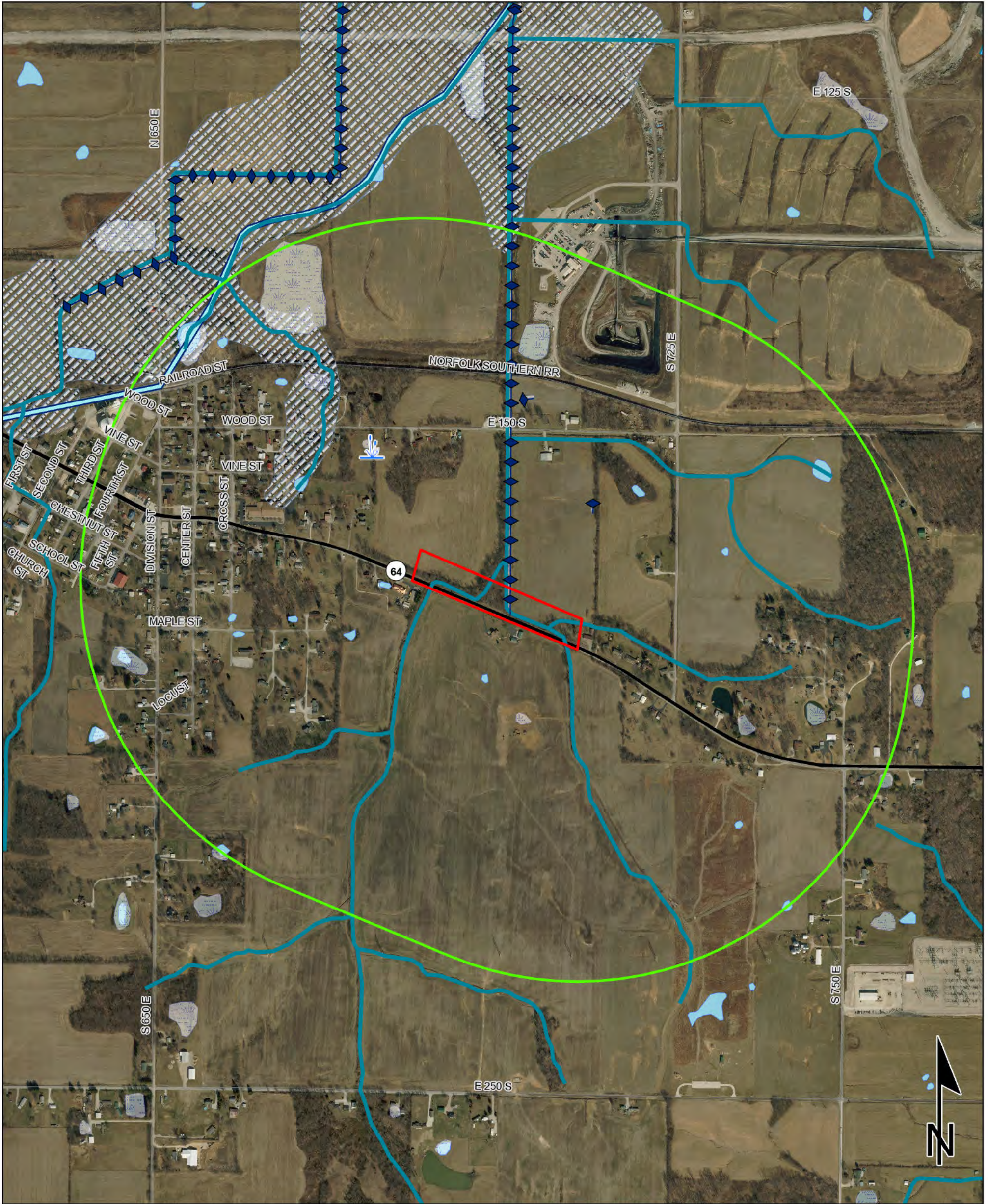


# Red Flag Investigation - Water Resources

## SR 64, 2.3 Miles West of I-69

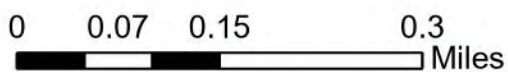
### Des. No. 2100263, Slide Correction

#### Gibson County, Indiana



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

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



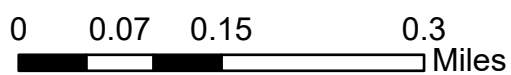
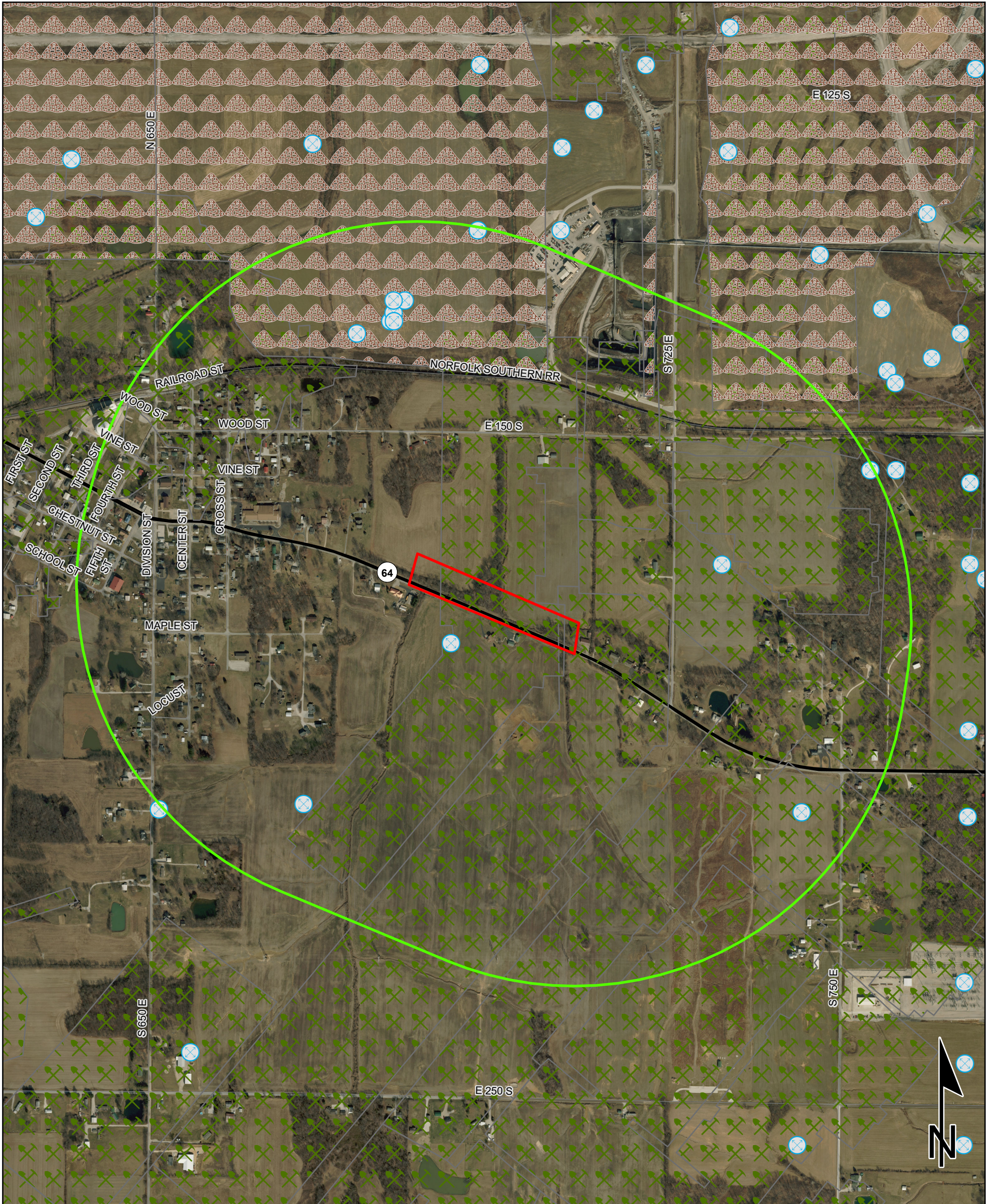
	NWI - Point		Wetlands		Project Area
	Karst Spring		Lake		Half Mile Radius
	NWI - Line		Floodplain - DFIRM		Toll
	Impaired_Stream_Lake		Cave Entrance Density		Interstate
	NPS NRI listed		Sinkhole Area		State Route
	River		Sinking-Stream Basin		US Route
	Canal Structure - Historic		County Boundary		Local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

# Red Flag Investigation - Mining and Mineral Exploration

## SR 64, 2.3 Miles West of I-69

### Des. No. 2100263, Slide Correction

#### Gibson County, Indiana



**Sources:**

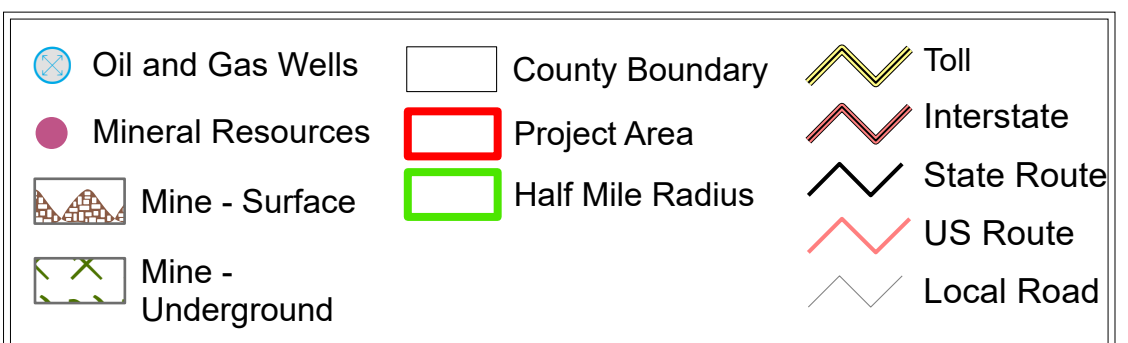
**Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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

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

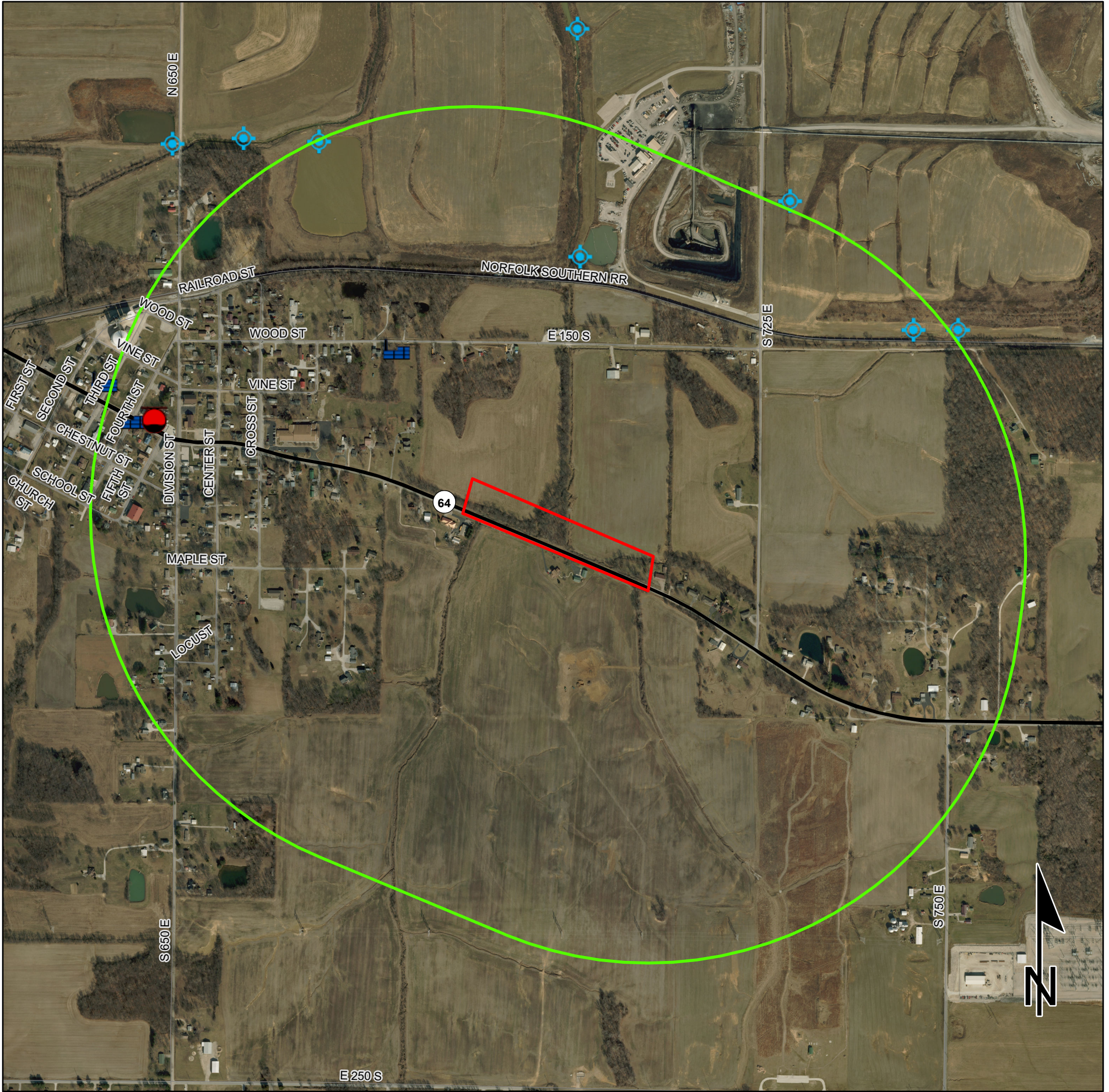


# Red Flag Investigation - Hazardous Material Concerns

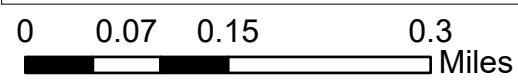
## SR 64, 2.3 Miles West of I-69

### Des. No. 2100263, Slide Correction

### Gibson County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



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

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

## APPENDIX F: WATER RESOURCES

## Waters of the US Report

State Road (SR) 64, 2.3 Miles West of Interstate (I) 69  
Slide Correction, Waterway Relocation  
Des No. 2100263  
Gibson County, Indiana  
Report Date: September 21, 2023



### 1. PROJECT INFORMATION

Dates of Field Reconnaissance: October 25, 2022; April 6, 2023; July 26, 2023

#### 1.1 LOCATION

The project is located along SR 64, 2.3 miles west of I-69, between RP 019+018 and RP 019+045, in Gibson County, Indiana.

- Section 20, Township 2S, Range 9W
- Francisco Quadrangle, USGS 7.5 Minute Topographic Quadrangle
- 38.3305037, -87.4361448 – North American Datum 1983 (NAD 83)

#### 1.2 PROJECT DESCRIPTION

The project proposes to address an existing slide occurring along SR 64, 2.3 miles west of I-69, by relocating the existing waterways. Lost Creek and Unnamed Tributary (UNT) 1 to Lost Creek will be relocated from the westbound foreslope to the north away from the toe of slope of the roadway. The proposed channel relocation will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west. No work is proposed on the culverts. Tree clearing will be necessary for the project.

### 2. DESKTOP RECONNAISSANCE

#### 2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic (SSURGO) Database for Montgomery County, Indiana, the following mapped soils series are within the project area (Attachment pages, 3-4).

TABLE 1: SOIL CLASSIFICATIONS

Soil Name	Symbol	Description	Hydric Category	Hydric Rating
Gudgel silt loam, 12 to 18 percent slopes, severely eroded	GuD3	The Gudgel silt loam consists of moderately well drained, severely eroded soils that formed from loess over loamy residuum over sandstone and shale. Slope ranges from 12 to 18 percent.	Non-hydric	0
Hosmer silt loam, 5 to 10 percent slopes, severely eroded	HoC3	The Hosmer silt loam variant consists of moderately well drained, severely eroded soils that formed from loess. Slope ranges from 5 to 10 percent.	Non-hydric	0
Stendal silt loam, frequently flooded	Sr	The Stendal silt loam consists of somewhat poorly drained soils formed in flood plains.	Predominantly non-hydric	3

## 2.2 NATIONAL WETLANDS INVENTORY

Based on the US Fish and Wildlife National Wetlands Inventory (NWI) data ([NWI Wetlands Data Layer](#)), three polygons are mapped within the investigated area (Attachment page 7). Two polygons representing Lost Creek and UNT 1 and UNT 2 to Lost Creek are noted as Riverine, Intermittent, Streambed, and Seasonally Flooded (R4SBC) wetlands. One polygon representing UNT 1 to Lost Creek and Lost Creek after the confluence with UNT 1 to Lost Creek is noted as a Palustrine, Forested, Broad-Leaved Deciduous, Temporary Flooded, and Excavated (PFO1Ax) wetland.

## 2.3 HYDROLOGY

The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is # 051202090803, which identifies the Lost Creek Watershed (Attachment page 6). The drainage area is 16.6 square miles (Attachment page 6). Three StreamStats flowlines, representative of Lost Creek, UNT 1 to Lost Creek, and UNT 2 to Lost Creek were identified in the project area. According to the USGS StreamStats (<https://streamstats.usgs.gov/ss/>), the cumulative drainage area for all three streams upstream of the project area is 0.96 square mile.

According to the Indiana Floodplain Information Portal, the project is not within a 100-year floodplain or regulatory floodway ([IDNR Floodplain Information Portal](#)) (Attachment page 8). None of three identified streams have a drainage area of greater than a square mile.

## 2.4 NATIONAL HYDROGRAPHY DATABASE

Three flowlines from the high resolution and local resolution National Hydrography Database (NHD) are mapped within the investigated area (Attachment page 5). The streams were identified as Lost Creek, UNT 1 to Lost Creek, and UNT 2 to Lost Creek.

## 3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on October 25, 2022, April 6, 2023, and July 26, 2023. The purpose was to determine the presence of Waters of the US within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigation area encompassed the area required for construction access and completion of slide correction and waterway relocation. HNTB staff photographed select features and areas of interest

throughout the investigated area. A photo location map and selected photographs are included as Attachment pages 9-22.

The proposed 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 Midwest Region* (US Army Corps of Engineers, USACE, 2010). Identification indicator status of plant species utilized the 2020 Midwest Region National Wetland Plant List. Field GIS data was collected using a Trimble R1 GNSS GPS device with sub-meter accuracy.

## 4. WATERS

The October 25, 2022, April 6, 2023, and July 26, 2023 field reconnaissance for the SR 64 slide correction and waterway relocation project identified three (3) streams: Lost Creek, UNT 1 to Lost Creek, and UNT 2 to Lost Creek.

### 4.1 WETLANDS

The investigated area surrounding the SR 64 slide correction was characterized as mainly agricultural land. The remaining land use along SR 64 is rural residential. Roadside slopes are dominated by Kentucky blue grass (*Poa pratensis*, FAC), tall fescue (*Festuca arundinacea*, FACU) as well as weedy species such as Queen Anne's lace (*Daucus carota*, UPL), Johnson grass (*Sorghum halepense*, FACU), and winter creeper (*Euonymus fortunei*, NI). Wooded areas were dominated by upland woody species including green ash (*Fraxinus pennsylvanica*, FACW), sassafras (*Sassafras albidum*, FACU), black walnut (*Juglans nigra*, FACU), sugar maple (*Acer saccharum*, FACU), American elm (*Ulmus americana*, FACW), and mulberry (*Morus rubra*, FACU). Site investigations did not identify wetlands within the investigated area.

### 4.2 STREAMS

The delineation resulted in the identification of three (3) streams, which are likely jurisdictional features. Approximately 1,560 feet of Lost Creek, 921 feet of UNT 1 to Lost Creek, and 350 feet of UNT 2 to Lost Creek were evaluated as part of this investigation. Characteristics of each are summarized in Table 2. Representative ordinary high-water mark (OHWM) measurements included in Table 2 were selected based on a location where channel morphology was observed to be least affected by anthropogenic structures and other disturbances.

#### LOST CREEK

Lost Creek is an intermittent, meandering stream feature that flows northeast through the investigated area crossing perpendicularly under SR 64. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and with standing water or pools in the fall and summer. Approximately 1,560 feet of this feature were evaluated as part of this investigation. Lost Creek has hydrologic connectivity to the Patoka River, which is a Traditionally Navigable Waterway (TNW).

Note: this number was reported in error. Approximately 743 feet of Lost Creek were evaluated as part of this investigation and this report is being updated for the official record.

Lost Creek is noted on the Francisco USGS 7.5-Minute Topographic Maps (Attachment page 2) as an intermittent stream. Lost Creek is noted on the NHD layer as a flowline. The substrate was silt, hardpan, and riprap. The channel is highly eroded and unstable with steep banks and undercut banks. The OHWM of Lost Creek was 7 feet wide by 1 foot deep (OHWM taken at 38.3305788, -87.4371247, north of SR 64). The overall channel dimensions 14 feet wide by 6 feet deep. According to the classification codes developed by Cowardin et al. (1979), this stream feature would be classified as a Riverine,

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Intermittent, Streambed, Seasonally Flooded (R4SBC) resource. According to the USGS StreamStats website, ([USGS StreamStats Application](#)), Lost Creek drains approximately 0.68 square mile (Attachment page 6). Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW.

Based on a qualitative assessment, this resource is a moderate quality feature based on apparent water quality and geomorphology.

#### UNT 1 TO LOST CREEK

Note: this number was reported in error. Approximately 751 feet of Lost Creek were evaluated as part of this investigation and this report is being updated for the official record.

UNT 1 to Lost Creek is an intermittent, meandering stream feature that flows northwest through the investigated area crossing perpendicularly under SR 64. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and no flow during the fall and summer. Approximately ~~921~~ feet of this feature was evaluated as part of this investigation. The UNT 1 to Lost Creek has hydrologic connectivity to the Patoka River, which is a TNW, via Lost Creek.

UNT 1 to Lost Creek is noted on the Francisco USGS 7.5-Minute Topographic Maps (Attachment page 2) as an intermittent stream. UNT 1 to Lost Creek is noted on the NHD layer as a flowline. The substrate was silt, hardpan, and riprap. The channel is highly eroded and unstable with steep banks and undercut banks. The OHWM of UNT 1 to Lost Creek was 3 feet wide by 0.5 feet deep (OHWM taken at 38.3298828, -87.4349281, north of SR 64). The overall channel dimensions 14 feet wide by 5 feet deep. According to the classification codes developed by Cowardin et al. (1979), this stream feature would be classified as a Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC) resource. According to the USGS StreamStats website, ([USGS StreamStats Application](#)), UNT 1 to Lost Creek drains approximately 0.19 square mile (Attachment page 6). UNT 1 to Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW, via Lost Creek.

Based on a qualitative assessment, this resource is a poor-quality feature based on apparent water quality and geomorphology.

#### UNT 2 TO LOST CREEK

UNT 2 to Lost Creek is an intermittent, meandering stream feature that flows southwest through the investigated area on the north side of SR 64. This feature is intermittent as it flows only a portion of the year and receives groundwater. This feature was noted with flowing water during the spring field visit and no flow during the fall and summer. Approximately 350 feet of this feature was evaluated as part of this investigation. The UNT 2 to Lost Creek has hydrologic connectivity to the Patoka River, which is a TNW, via Lost Creek.

UNT 2 to Lost Creek is noted on the Francisco USGS 7.5-Minute Topographic Maps (Attachment page 2) as an intermittent stream. UNT 2 to Lost Creek is noted on the NHD layer as a flowline. The substrate was silt and hardpan, the channel is highly eroded and unstable with steep banks. The OHWM of UNT 2 to Lost Creek was 1 foot wide by 0.5 foot deep (OHWM taken at 38.330413, -87.435982, north of SR 64). The overall channel is 8 feet wide and 5 feet deep. According to the classification codes developed by Cowardin et al. (1979), this stream feature would be classified as a Riverine, Intermittent, Streambed, Seasonally Flooded wetland (R4SBC) resource. According to the USGS StreamStats website, ([USGS StreamStats Application](#)), UNT 2 to Lost Creek drains approximately 0.09 square mile (Attachment page 6). UNT 2 to Lost Creek is likely a water of the US due to its hydrologic connectivity to the Patoka River, a TNW, via Lost Creek.



Based on a qualitative assessment, this resource is a poor-quality feature based on apparent water quality and geomorphology.

TABLE 2: STREAM AND WATERWAY SUMMARY TABLE

Stream Name	Photo #	Lat/Long	OHWM	Quality	Substrate	Regime	USGS Blue Line	Riffles/ Pools	Water of US	Length Linear Feet (LF) Acreage
Lost Creek	3, 6-11, 13-19	38.330579, -87.437125	7 ft wide x 1 ft deep	Moderate	Silt, hardpan, riprap	Intermittent	Yes	Yes	Yes	<del>1,560</del> 743*
UNT 1 to Lost Creek	12, 19-30, 32-40	38.329883, -87.434928	3 ft wide x 0.05 feet deep	Poor	Silt, hardpan, riprap	Intermittent	Yes	No	Yes	<del>921</del> 751*
UNT 2 to Lost Creek	31, 41-45	38.330413, -87.435982	1 ft wide x 0.5 ft deep	Poor	Silt and hardpan	Intermittent	Yes	No	Yes	350 LF/0.01 acre

*\*See note regarding stream length on previous pages*

### 4.3 ROADSIDE DRAINAGE FEATURES

As illustrated in the ground level photographs included as Attachment pages 9-22, no roadside drainage features with OHWM characteristics or hydrophytic vegetation indicating wetland conditions were observed within the investigated area. One riprap-lined ditch was identified on the west side of the project area, north of SR 64, flowing to Lost Creek.

### 4.4 OPEN WATERS

As illustrated in the ground level photographs included as Attachment pages 9-22, site investigations did not identify open water features within the investigated area.

### 4.5 WILDLIFE EVIDENCE

The following structure within the investigated area was examined on July 26, 2023 for the presence of bats and birds and was found to show no signs of occupation by either. No wildlife crossing was noted at either culvert.

- INDOT Structure No. CV 064-026-19.15— a 13 foot by 8-foot steel plate pipe arch for the conveyance of Lost Creek under SR 64.
- INDOT Structure No. CV 064-026-19.38 – a 13 foot by 8-foot culvert for the conveyance of UNT 1 to Lost Creek under SR 64.

## 5. CONCLUSION

The October 25, 2022, April 6, 2023, and July 26, 2023 field review for the SR 64 Slide Correction project identified three likely jurisdictional features within the identified survey area: Lost Creek, UNT 1 to Lost Creek, and UNT 2 to Lost Creek all of which are likely a Water of the US due to its hydrologic connectivity to the Patoka River, a TNW. No wetlands or roadside ditches with OHWM characteristics were identified within the investigated area. One riprap-lined ditch was identified on the west side of the project area.

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 slide correction and waterway relocation project. If construction exceeds the limits of the survey review 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 USACE. The final determination of jurisdictional waters is ultimately the responsibility of the USACE. The INDOT Environmental Services Division 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 judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

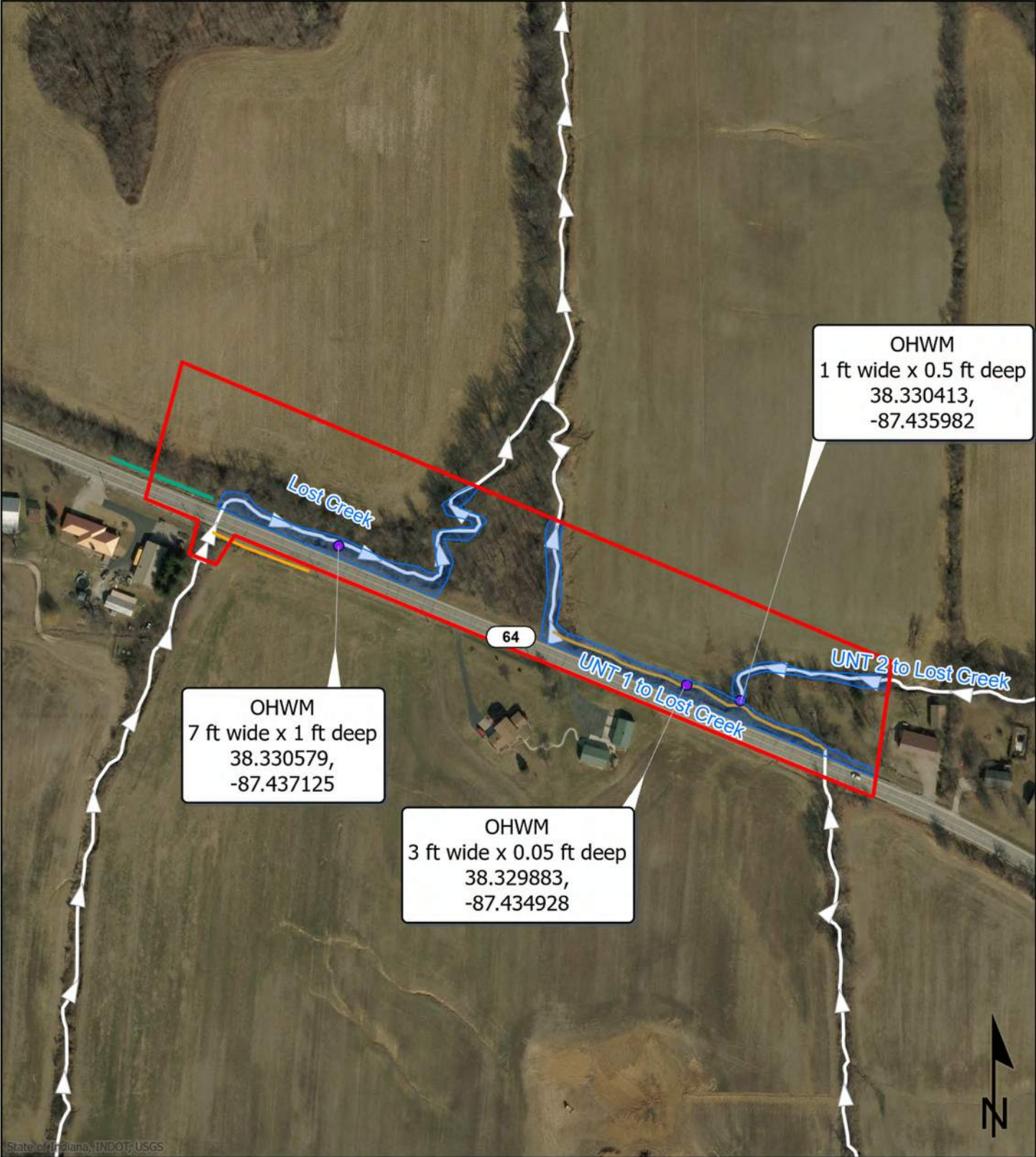


Christine Meador, Senior Project Manager

PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Senior Project Manager	Field Data Collection Report Preparation
Sarah Lightner	Environmental Planning Intern	Report Preparation

Author: slgithner, Date Expired: 8/8/2023 1:29 PM, File: \\hntb\01\289\PROJECTS\75178\INDOT\4\Bundles\22101161060 - 2100263 SR 64 Side\02\_Discipline\Environmental\GIS\WR\_2100263\WR\_2100263.aprx

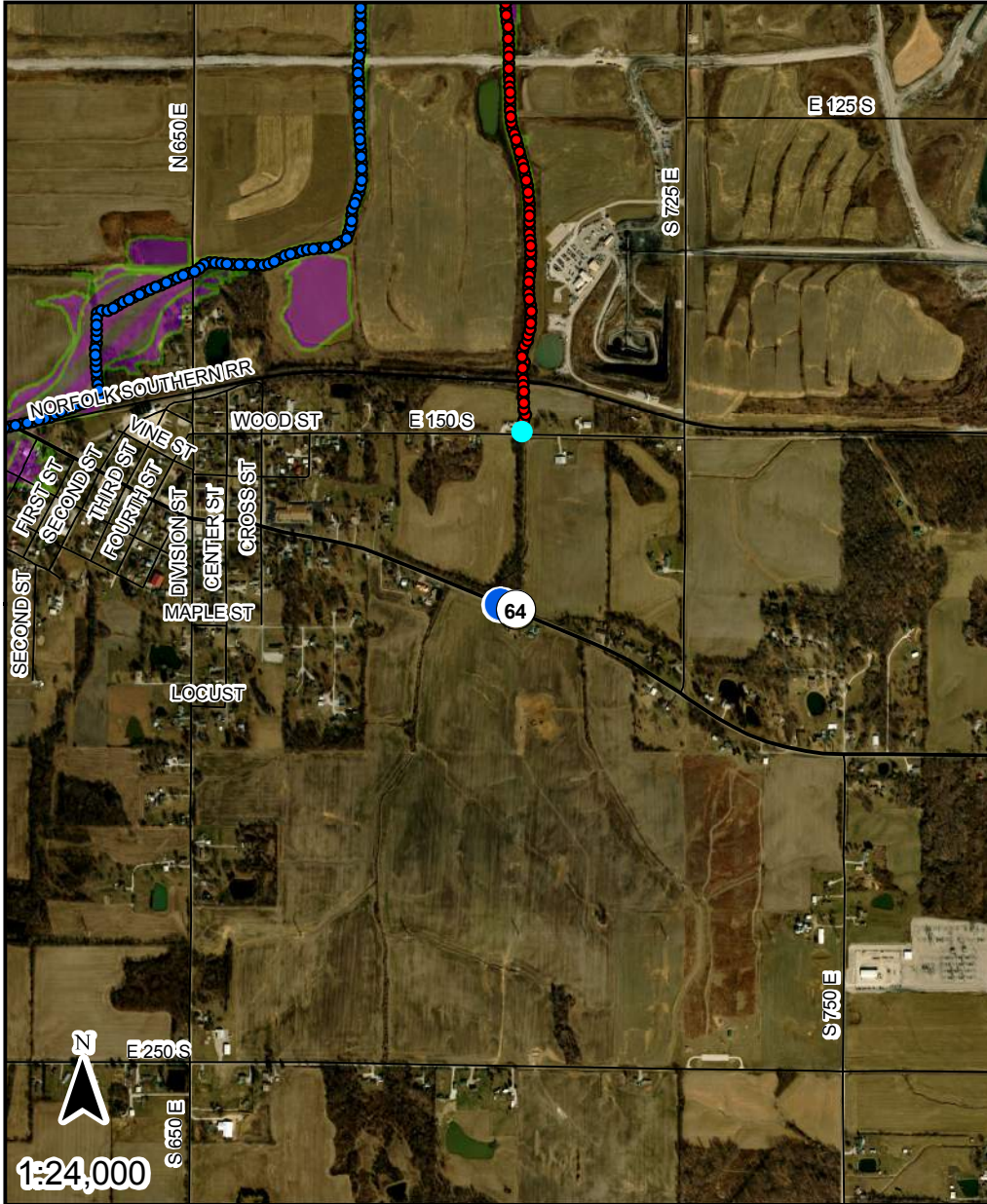


<ul style="list-style-type: none"> <li><span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Investigated Area</li> <li><span style="background-color: lightblue; border: 1px solid blue; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Delineated Stream</li> <li><span style="color: purple; font-size: 1em; margin-right: 5px;">●</span> OHWM Point</li> <li><span style="border-bottom: 2px solid green; display: inline-block; width: 20px; margin-right: 5px;"></span> RSD #1</li> </ul>	<ul style="list-style-type: none"> <li>NHD Local Resolution</li> <li><span style="border-bottom: 2px solid yellow; display: inline-block; width: 20px; margin-right: 5px;"></span> Canal/Ditch</li> <li><span style="border-left: 2px solid white; border-right: 2px solid white; border-bottom: 2px solid white; display: inline-block; width: 0; height: 0; margin-right: 5px;"></span> Stream/River</li> </ul>	<p><b>Delineated Features Map</b>                  SR 64, 2.3 Miles West of I-69                  Slide Correction                  Gibson County, Indiana</p>	
<p>0      125      250  <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, black 45%, white 45%, white 55%, black 55%);"></span> Feet</p>		<p>Des. No. 2100263</p> <p>1 inch = 250 ft</p>	<p><b>HNTB</b>                  Graphics created by HNTB Corporation (2023)</p>

Author: slghtner, Date Exported: 9/2/2023 8:59 AM, File: \\hndw001\289\PROJECTS\75179\INDOT-V\Bundled\220116\060 - 2100263 SR 64 Slide\02 Discipline\Environmental\GIS\WR\_2100263\WR\_2100263.aprx



<p>NWI Mapped Wetlands</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> Freshwater Forested/ Shrub</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black; margin-right: 5px;"></span> Freshwater Pond</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black; margin-right: 5px;"></span> Riverine</li> </ul>	<p><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid red; margin-right: 5px;"></span> Investigated Area</p>	<p><b>National Wetlands Inventory Map</b>                  SR 64, 2.3 Miles West of I-69                  Slide Correction                  Gibson County, Indiana</p>	
<p>0      125      250  <span style="display: inline-block; width: 100px; height: 10px; background: linear-gradient(to right, black 25%, white 25% 50%, white 50% 75%, black 75%); border: 1px solid black; margin: 0 auto;"></span> Feet</p>		<p>Des. No. 2100263</p>	<p><b>HNTB</b>                  Graphics created by HNTB Corporation (2023)</p>
		<p>1 inch = 250 ft</p>	



- Point of Interest
  - Base Flood Elevation Point
- Flood Elevation Points**
- STUDIED STREAM
  - JURISDICTIONAL UNSTUDIED STREAM

**Rivers and Streams at least 1 square mile**

**Drainage Area (sq. miles)**

- 1 - 10
- DNR Approximate Floodway
- DNR Approximate Fringe

Point of Interest Coordinates (WGS84)  
 Long: **-87.4364089277**  
 Lat: **38.3302643629**

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

County: **Gibson**

Approximate Ground Elevation: **438.7 feet (NAVD88)**

Stream Name:  
**Lost Creek**

Base Flood Elevation: **Not Available**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Stephanie McKinney, Floodplain Administrator and EMA Deputy Director**

Community Jurisdiction: **Gibson County, County proper**

Phone: **(812) 761-2645**

Email: **stephaniem@gibsoncounty-in.gov**

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

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** September 21, 2023

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Christine Meador, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204-5338 cmeador@hntb.com

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

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

This project addresses an existing slide occurring along SR 64, 2.3 miles west of I-69, in Gibson County, Indiana (Des 2100263). Project activities include relocating Lost Creek and UNT 1 to Lost Creek from the westbound foreslope to a location that will protect the roadway from weakening. The proposed channel will extend from CV 064-026-19.38 in the east to CV 064-026-19.15 in the west, but no work is proposed on the culverts.

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

State: Indiana County/parish/borough: Gibson City: Francisco

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

Lat.: 38.3305037 Long.: -87.4361448

Universal Transverse Mercator: 461880.04 m Easting, 4242576.14 m Northing 16S

Name of nearest waterbody: Lost Creek

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

Office (Desk) Determination. Date:

Field Determination. Date(s):

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

<b>Site number</b>	<b>Latitude (decimal degrees)</b>	<b>Longitude (decimal degrees)</b>	<b>Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)</b>	<b>Type of aquatic resource (i.e., wetland vs. non-wetland waters)</b>	<b>Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)</b>
Lost Creek	38.330579	-87.437125	1,560 LF/0.25 acre	non-wetland	Section 404
UNT 1 to Lost Creek	38.329883	-87.434928	921 LF/0.06 acre	non-wetland	Section 404
UNT 2 to Lost Creek	38.330413	-87.435982	350 LF/0.01 acre	non-wetland	Section 404

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




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

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

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Aerial, USGS topo, StreamStats, Web Soil Survey, NWI.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_.
- Data sheets prepared by the Corps: \_\_\_\_\_.
- Corps navigable waters' study: \_\_\_\_\_.
- U.S. Geological Survey Hydrologic Atlas: NHD Hydrography Layers, 2014.
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Francisco 1:24,000 Quadrangle.
- Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey, 2023.
- National wetlands inventory map(s). Cite name: NWI Mapper Online Tool, 2023.
- State/local wetland inventory map(s): \_\_\_\_\_.
- FEMA/FIRM maps: IDNR Floodplain GIS Database.
- 100-year Floodplain Elevation is: Not in 100-year floodplain. (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): 2013-2023 Indiana Ortho.  
or  Other (Name & Date): Ground Photos, October 25, 2022, April 6, 2023, and July 26, 2023.
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_.
- Other information (please specify): \_\_\_\_\_.

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

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

  
\_\_\_\_\_  
9/21/2023  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

## APPENDIX G: PUBLIC INVOLVEMENT

## Sample Notice of Survey

August 24, 2022

Recipient Name  
Recipient Address

Re: Gibson County Tax Parcel – [Parcel Number ]

### NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey to address the geologic slide occurring along SR 64 approximately 2.3 miles to 2.4 miles west of I-69 in Gibson County, Vincennes District, Indiana, Des No. 2100263. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

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

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after Sept 6, 2022.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

Michael Conley  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
(463) 206-1577

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the INDOT Central Office; contact information is below. The INDOT Central Office can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the INDOT Central Office for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

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

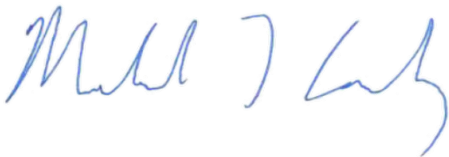
If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)  
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation



Mike Conley  
Land Surveying Section Manager

## APPENDIX H: AIR QUALITY

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

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028					
Indiana Department of Transportation	43995 / 2100262	Init.	SR 64	HMA Overlay, Preventive Maintenance	Vincennes	5.908	STBG	\$11,550,335.00	Road Construction	CN	\$7,796,800.00	\$1,949,200.00	\$10,000.00	\$40,000.00	\$9,696,000.00							
									Road ROW	RW	\$42,400.00	\$10,600.00	\$48,000.00	\$5,000.00								
									Performance Measure Impacted: Pavement Condition													
Location: From 2.88 mi E of US 41 (Lake Road) to 3.10 Mi W. of I-69 (300' W. RR Track in Francisco)																						
Comments:Include DES 2100168, 2100262, 2100263																						
Indiana Department of Transportation	44033 / 2101025	Init.	SR 165	Debris Removal From Channel	Vincennes	0	STBG	\$923,029.00	Bridge Construction	CN	\$293,600.00	\$73,400.00	\$367,000.00									
									Performance Measure Impacted: Safety													
									Location: Bridge over JOHNSON DRAIN, 3.33 mi S SR65													
Comments:Include DES 2101025, 2101026																						
Gibson County	44287 / 2101754	Init.	IR 8642	Bridge Replacement	Vincennes	.11	STBG	\$3,060,000.00	Local Bridge Program	CN	\$2,104,000.00	\$0.00				\$2,104,000.00						
									Local Funds	RW	\$0.00	\$50,000.00	\$50,000.00									
									Local Funds	CN	\$0.00	\$526,000.00				\$526,000.00						
Performance Measure Impacted: Bridge Condition																						
Location: Bridge #73 CR 400 N over Patoka River																						
Comments:Include DES 2101754																						
Indiana Department of Transportation	44495 / 2200973	Init.	US 41	HMA Overlay, Preventive Maintenance	Vincennes	9.12	NHPP	\$19,232,000.00	Road Construction	CN	\$13,836,000.00	\$3,459,000.00			\$25,000.00	\$17,270,000.00						
									Road Consulting	PE	\$1,549,600.00	\$387,400.00	\$1,937,000.00									
									Performance Measure Impacted: Pavement Condition													
Location: From 0.85 mi S of SR 168 (0.20 mi N of Coal Mine Rd) to 0.53 mi N of SR 64 (Southern RR Bridge)																						
Comments:Include DES 2200973																						
Indiana Department of Transportation	44523 / 2200562	Init.	SR 168	Small Structure Replacement	Vincennes	.09	STBG	\$1,299,157.00	Bridge Construction	CN	\$798,400.00	\$199,600.00			\$60,000.00	\$938,000.00						
									Bridge ROW	RW	\$53,600.00	\$13,400.00		\$67,000.00								
									Bridge Consulting	PE	\$188,000.00	\$47,000.00	\$235,000.00									
Performance Measure Impacted: Bridge Condition																						
Location: 0.09 miles W of JCT with SR 57																						
Comments:Include DES 2200562, 2200563																						

**Gibson County Total**  
 Federal: \$72,025,506.03      Match :\$15,451,126.51      2024: \$19,764,057.74      2025: \$22,197,574.80      2026: \$9,801,000.00      2027: \$32,964,000.00      2028: \$2,750,000.00

\*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.  
 Des. No. 2100263

## APPENDIX I: ADDITIONAL INFORMATION



# Pavement Scoping Application Report

ID: 60286 for model run date 1/05/2021

## Pavement

Approved

<b>Last Edited Date</b>	1/15/2021	<b>Work Type</b>	Slide Correction
<b>Last Updated By</b>	System, DTIMS	<b>Work Category</b>	District Pavement Project (Non-I)
<b>Proposed FY</b>	2026	<b>Score</b>	<b>100</b>
<b>Pre-DES</b>			

## Pavement Project Details

<b>Pavement Section ID</b>	60286	<b>State Log Date</b>	01/13/2021
<b>Route</b>	SR 64	<b>From RP + Offset</b>	19 + 018
<b>Created Date</b>	1/14/2021	<b>To RP + Offset</b>	19 + 045
<b>Location</b>	From 2.3 miles west of I-69 to 2.4 miles west of I-69	<b>SL Measure From</b>	19.152
		<b>SL Measure To</b>	19.427

## Roadway Information

<b>District</b>	VINCENNES	<b>Pavement Area (Sq Yd)</b>	
<b>Subdistricts</b>	VINCENNES	<b>Underdrains Present</b>	
<b>County(s)</b>	26 - Gibson	<b>Curbs Present</b>	
<b>Project Length</b>	0.27	<b>Known ADA Deficiencies</b>	
<b>Number of Through Lanes</b>	2	<b>Est # of Lg Culverts (&gt;48" -20')</b>	
<b>Number of Lane Miles</b>	0.54	<b>Est # of Sm Culverts (12-48")</b>	
<b>Functional Class</b>	4 - Minor Arterial		
<b>On NHS</b>	0 - Not on the NHS		
<b>AADT Year</b>	2019		
<b>AADT</b>	6,394		
<b>AADT Truck</b>	566		
<b>Pavement Type</b>	Composite		

## Project History

Project Type	Contract #	Year	Work Type
Functional			
Structural			

## Maintenance History

Significance	Year	Maintenance Work Type
--------------	------	-----------------------





# Pavement Scoping Application Report

4/5/2021

ID: 60286 for model run date 1/05/2021

## Condition Data

	Year
% Functional Cracking	0
% Structural Cracking	0
Rut inches	0
IRI (in/mile)	0
Distress Box Area	0
Concrete Length	0
Asphalt Length	0
Concrete Faulting	0
Cost Effectiveness (\$/sqyd)	0
Roadway Category	

## Purpose/Need Of Project

**Purpose And Need** The current need for this project is the eroding foreslope and shoulder condition and the potential encroachment of the erosion into the travel lane. The purpose of the project is to repair the slide, to prevent further roadway damage from occurring and causing a ride issue in the travel lanes.

## Own It: Alternatives

### Preliminary Alternatives That Are Contemplated (Analyzed) With Costs

Relocate the existing ditch line from the WB foreslope to a location which will protect the roadway embankment from weakening. If there are trees or other vegetation which are contributing to the erosion of the foreslope, they should also be corrected with this work.

This document shall serve as the abbreviated engineer's report. Additional assessment of the costs for the various options provided in the geotechnical report shall be provided. The preferred alternative shall be determined through additional discussions with Vincennes Technical Services and INDOT Geotechnical Section and documentation of the decision shall be in the form of a Scoping Addendum.

### Consequences If No Action Is Taken (Do Nothing Alternative Is Selected)

If no action is taken, the stream will continue to erode the foreslope, weakening it - thus increasing the risk of further slides, roadway damage, and scour issues.

### Secondary Considerations or Goals With Costs

There are no secondary goals anticipated with this project.

**Will Further Analysis/Assessment Be Required Beyond This Form?** No

## Additional Features To be Included

RPMs	Yes	Centerline Rumble Stripe	Yes
Curb Ramps	No	Edgeline Rumble Stripes	No



# Pavement Scoping Application Report

4/5/2021

ID: 60286 for model run date 1/05/2021

## Estimated Total Project Costs

Phase	Amount	Comments
Right of Way Purchase	\$24,000	
Right of Way Services		
Preliminary Engineering 1		PE and Environmental
Railroad PE 1		
Utilities PE		
Utilities CN	\$10,000	
<b>Construction Total</b>	<b>\$2,170,000</b>	
Construction	\$2,170,000	
ADA		
Sidewalks/ Multi Use Paths		
Other Considerations		
<b>Total</b>		

## Maintenance of Traffic

Can this road be closed due to traffic?	Yes	Interstate Congestion Policy Waiver Required	No
Traffic Management Plan Required?	No		
Anticipated MOT Scheme Value	Phased - Temporary Signal		
4			

## Other Considerations

Anticipated Number of Construction Seasons To Complete	1.00
Anticipated Number of Years To Complete Design	3.00
Environmental Document Type	CE2
Environmental Factors	

## Additional Anticipated Complications

Tree Clearing	Yes
Fish	No
Bats	No
Historical	No
Potential Hazardous Coatings	No

## Additional Comments

1. This project should Qualify under the CE2. If endangered species are found within the project limits the level of NEPA document may become a higher level CE. It is anticipated that the CE2 will be performed by the consultant. The hydraulic analysis will be attached in the supporting documents.
2. It is anticipated that riprap will be placed along the foreslope of the ditch relocation.
3. It is anticipated that INDOT Hydraulic Section will provide analysis and recommendations for the relocation . This should be verified at the start of design development.
4. It is anticipated that the relocations will extend to each of the cross culverts to the east and west limits. This may require the replacement of the guardrail along the WB shoulder at these structure (4' min. shoulder is anticipated for new guardrail).
5. It is anticipate that the ditch relocation design will not require guardrail protection beyond the two structures.

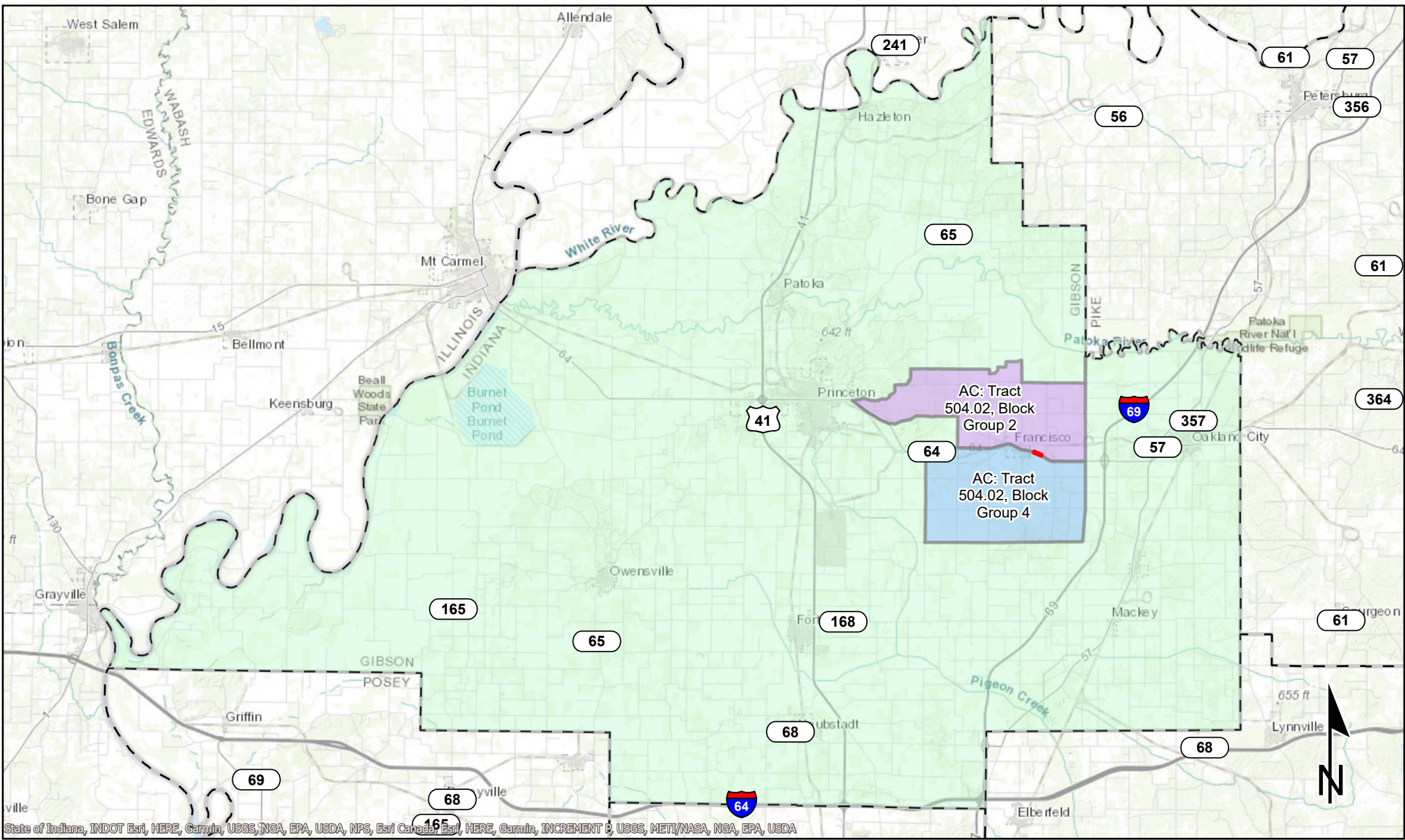
## Supporting Documents

Document Type	Document Name	Date
Photos	July 2020 Pictures.pdf	1/15/2021 1:22:21PM
SupportingDocuments	SR 64 @ RP 19.15 to 19.38 Supporting Documents.pd	1/15/2021 1:27:54PM
CostEstimates	SR 64 Slide Cost Estimate.pdf	1/15/2021 1:52:19PM

**Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)**

ProjectNumber	SubProjectCode	County	Property
1800184	1800184	Gibson	Hemmer Woods Nature Preserve
1800304	1800304G	Gibson	Hemmer Woods
1800413	1800413B	Gibson	Hemmer Woods Nature Preserve
1800606	1800606	Gibson	Hopkins Family Park

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



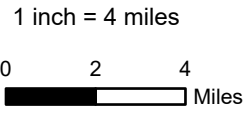
State of Indiana, INDOT Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

### Environmental Justice Map

SR 64, 2.3 Miles West of I-69  
 Slide Correction  
 Gibson County, Indiana  
 Des. No. 2100263



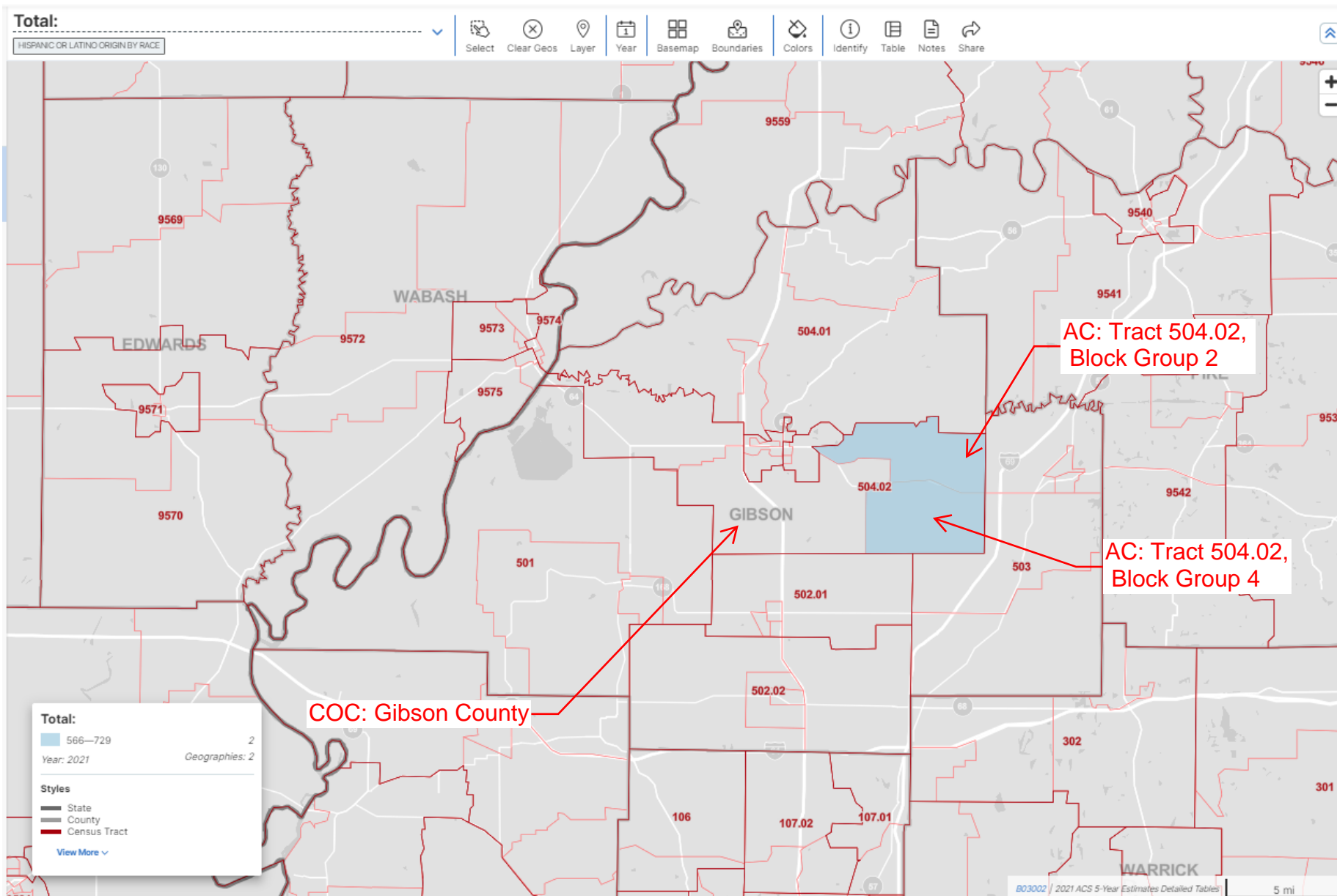
Graphics created by HNTB Corporation (2023)



- Project Area
- Low-Income
- Minority
- AC: Census Block Group
- COC: Gibson County
- County Boundaries

AC	AC % Low-Income	AC % Minority
Tract 504.02, Block Group 2	13.9	7.4
Tract 504.02, Block Group 4	8.8	10.4

COC (County)	125% of COC (Low-Income)	125% of COC (Minority)
Gibson	13.5	9.8



Source: data.census.gov

Table: ACSDT5Y2021.B03002

	Gibson County, Indiana		Block Group 2, Census Tract 504.02, Gibson County, Indiana		Block Group 4, Census Tract 504.02, Gibson County, Indiana	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	33,017	*****	729	±156	566	±144
Not Hispanic or Latino:	32,418	*****	729	±156	566	±144
White alone	30,431	±166	675	±162	507	±136
Black or African American alone	792	±192	0	±12	17	±25
American Indian and Alaska Native alone	2	±3	0	±12	0	±12
Asian alone	164	±29	0	±12	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±26	0	±12	0	±12
Some other race alone	54	±50	0	±12	15	±17
Two or more races:	975	±269	54	±40	27	±22
Two races including Some other race	201	±170	0	±12	0	±12
Two races excluding Some other race, and three or more races	774	±195	54	±40	27	±22
Hispanic or Latino:	599	*****	0	±12	0	±12
White alone	236	±130	0	±12	0	±12
Black or African American alone	2	±5	0	±12	0	±12
American Indian and Alaska Native alone	1	±2	0	±12	0	±12
Asian alone	0	±26	0	±12	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±26	0	±12	0	±12
Some other race alone	291	±155	0	±12	0	±12
Two or more races:	69	±74	0	±12	0	±12
Two races including Some other race	48	±66	0	±12	0	±12
Two races excluding Some other race, and three or more races	21	±30	0	±12	0	±12

Table: ACSDT5Y2021.B17021

Label	Gibson County, Indiana		Block Group 2, Census Tract 504.02, Gibson County, Indiana		Block Group 4, Census Tract 504.02, Gibson County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	32,201	±193	727	±155	560	±144
Income in the past 12 months below poverty level:						
In family households:	3,467	±669	101	±84	49	±30
In married couple families:	2,307	±715	43	±58	20	±24
All relatives	861	±411	11	±17	0	±12
Non-relatives	815	±411	11	±17	0	±12
In other families:	46	±34	0	±12	0	±12
Male householder, no spouse present:	1,446	±511	32	±54	20	±24
All relatives	345	±211	0	±12	13	±21
Non-relatives	178	±142	0	±12	13	±21
Female householder, no spouse present:	167	±99	0	±12	0	±12
All relatives	1,101	±450	32	±54	7	±10
Non-relatives	1,056	±454	32	±54	7	±10
In non-family households and other living arrangement:	45	±31	0	±12	0	±12
Householder:	1,160	±251	58	±59	29	±22
Living alone	704	±156	58	±59	26	±23
Not living alone	607	±145	58	±59	24	±22
Other living arrangement	97	±59	0	±12	2	±3
Income in the past 12 months at or above poverty level:	456	±178	0	±12	3	±5
In family households:	28,734	±704	626	±152	511	±139
In married couple families:	24,584	±751	583	±153	437	±135
All relatives	19,586	±836	491	±140	336	±120
Non-relatives	19,572	±831	491	±140	336	±120
In other families:	14	±22	0	±12	0	±12
Male householder, no spouse present:	4,998	±626	92	±73	101	±72
All relatives	1,908	±426	31	±44	67	±70
Non-relatives	1,800	±411	31	±44	63	±70
Female householder, no spouse present:	108	±56	0	±12	4	±6
All relatives	3,090	±575	61	±54	34	±28
Non-relatives	2,942	±564	57	±49	34	±28
In non-family households and other living arrangement:	148	±84	4	±7	0	±12
Householder:	4,150	±477	43	±30	74	±47
Living alone	3,462	±331	43	±30	53	±29
Not living alone	2,724	±282	43	±30	33	±21
Other living arrangement	738	±211	0	±12	20	±20
Income in the past 12 months at or above poverty level:	688	±225	0	±12	21	±23