FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 9 / Whitley County
Designation Number(s):	2200663
Project Description/Termini:	Small Structure Replacement / 2.26 Miles South of United States Highway (US) 33 to 2.17 Miles South of US 33

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

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

INDOT DE Initials and Date: 5/8/2026

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: Jessica Poiry 5/8/2026

Name and Organization of CE/EA Preparer: Caroline Tegeler, Burgess & Niple, Inc.

County Whitley Route SR 9 Des. No. 2200663

Part I – Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on December 1, 2023, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 1.

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Fort Wayne

Local Name of the Facility: SR 9

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

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

PURPOSE AND NEED:

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

Need: The need for this project is due to the deteriorated condition of the existing Culvert (CV) 009-092-157.02. The existing structure has a condition rating of 4 (Poor) out of 9 (Excellent). According to the *December 19, 2024, INDOT Culvert Inspection Report,* there are areas of bituminous coating missing in the invert, cracks in the bituminous coating, and exposed steel in the invert with heavy pitting and significant thinning. Additionally, sections of the floor are missing on both ends of the structure and there is

undermining on both ends of the structure and a large scour hole at the structure outlet (Appendix I, pages 1 to 3).

Purpose: The purpose of the project is to address the deficiencies and improve the condition rating of the structure to at least 7 (Good) out of 9 (Excellent) and provide a structure with a service life of approximately 75 years.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Whitley Municipality: N/A

Limits of Proposed Work: SR 9, approximately 230 feet north and 223 feet south of the center of the existing structure.

Total Work Length: 0.10 Mile(s) Total Work Area: 1.5 Acre(s)

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

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

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

The INDOT Fort Wayne District, with funding from the Federal Highway Administration (FHWA), intend to proceed with the small structure replacement project along SR 9.

Location:
The project is located on SR 9, 2.19 miles south of US 33, in Thorncreek Township, Whitley County, Indiana. More specifically, the project is in Sections 2 and 3, Township 32 North, and Range 9 East, as shown on the United States Geological Survey (USGS) 7.5-Minute Merriam, Indiana, Topographic Quadrangle Map (Appendix B, pages 1 to 3).

Existing Conditions:
SR 9 is functionally classified as a *Minor Arterial* and has a posted speed limit of 55 miles per hour (MPH). The typical roadway section in this portion of SR 9 includes two 12-foot-wide travel lanes (one in each direction) with 8-foot-wide paved outside shoulders and aluminum guardrail along the outside of the shoulders. Land use in the vicinity of the project area is primarily agricultural land with occasional woodlots and scattered rural residential homes. CV 009-092-157.02 is a 48-inch bituminous-coated corrugated metal pipe (CMP) with a length of 130 feet. One gravel residential drive is located in the southeast quadrant of the project area and has an unnamed 36-inch-diameter CMP beneath it conveying roadside drainage. Another gravel residential driveway is located in the northwest quadrant of the project area and has an unnamed 24-inch-diameter reinforced concrete pipe (RCP) beneath it conveying roadside drainage. One stream, Unnamed Tributary (UNT) to Tippecanoe River, is located within the project area and is conveyed beneath SR 9 through CV 009-092-157.02. Additionally, a 0.05-acre emergent wetland, Wetland A, is located on the east side of SR 9. Five roadside ditches (RSDs) are located within the project area. RSD 1 is a 271-foot-long riprap and concrete-lined ditch located in the southwestern portion of the project area. RSD 2 is a 133-foot-long riprap-lined ditch located in the northwestern portion of the project area. RSD 3 is a 148-foot-long riprap-lined ditch located in the northeastern portion of the project area. RSD 4 is a 310-foot-long riprap and concrete-lined ditch located in the southeastern portion of the project area. RSD 5 is a 138-foot-long ditch located on the southern side of the private drive within the project area.

According to the *December 19, 2024, INDOT Culvert Inspection Report,* the general condition rating of 4 (Poor) out of 9 (Excellent)

is due to areas of bituminous coating that are missing or cracking in the invert, and the exposed steel in the invert that has heavy pitting, significant thinning, and some perforations. Additionally, sections of the floor are missing on both ends of the structure, there is moderate-to-heavy corrosion on the exposed steel at the external lap band joints, a slight snag near the mid-span, and undermining on both ends of the structure. A large scour hole has formed at the outlet of the structure. A general condition rating of 5 (Fair) out of 9 (Excellent) for the channel is due to an eroded bank and major damage (Appendix I, pages 1 to 3).

Preferred Alternative:
The preferred alternative involves the replacement of CV 009-092-157.02 with a 6-foot-span by 5-foot-rise four-sided precast reinforced concrete box (RCB) with a 6-inch sump. The new structure has a proposed length of 115 feet. Headwalls and wingwalls will be installed at the structure inlet and outlet. Revetment riprap will be placed at the inlet and Class II riprap will be placed at the outlet of the structure for scour protection. Full-depth pavement replacement of the travel lanes and paved shoulders will extend approximately 13 feet south and 12 feet north from the center of the structure, for a total of 25 feet. Beyond this, surface milling of the travel lanes and paved shoulders will extend an additional 183 feet south and 195 feet north and a hot mix asphalt (HMA) overlay will be placed. A 3.5-foot-wide compact aggregate shoulder will be placed along both sides of the HMA overlay. Along the southbound lane of SR 9, 385 feet of existing guardrail will be removed, and approximately 329.5 feet of W-beam guardrail will be installed. Along the northbound lane of SR 9, 200 feet of existing guardrail on both sides of the field entrance will be removed, and approximately 155 feet of W-beam guardrail south of the residential drive and 192 feet of W-beam guardrail north of the residential drive will be installed. Both residential drives will receive compact aggregate overlays and the mailboxes at the drives will be reset. The 36-inch CMP drive culvert in the southeast quadrant will be replaced with an 18-inch-diameter CMP with a proposed length of 59 feet to slow the velocity of roadside drainage to reduce erosion at the inlet of CV 009-092-157.02. Side slope regrading will occur on both sides of SR 9 for the length of the project area (Appendix B, pages 8 to 17).

The project is anticipated to acquire approximately 0.73 acre of permanent right-of-way (ROW). The area to be acquired is approximately 0.21 acre residential, 0.37 acre agricultural, and 0.15 acre forested. No temporary ROW acquisition is anticipated. Approximately 0.25 acre of tree clearing at the structure inlet and outlet will be required for this project and will occur between 0 and 100 feet from the roadway. No permanent lighting will be added or changed. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts.

The proposed Maintenance of Traffic (MOT) will require a full closure of SR 9, utilizing an official detour on US 30, SR 109, and US 33. Access to the residential drives will be maintained throughout construction. For additional details, please see the *Maintenance of Traffic* (*MOT)* section below (Appendix B, page 14).

Impacts to UNT to Tippecanoe River and Wetland A are expected as part of this project. Impacts have been minimized to the greatest extent possible by utilizing the minimum amount of riprap necessary, installing temporary erosion control measures around construction limits, revegetating bare areas after project completion, and directing temporary lighting away from suitable bat habitat.

The preferred alternative meets the purpose and need by addressing the deficiencies, improving the condition rating of the structure to at least 7 (Good) out of 9 (Excellent), and providing a structure with a service life of approximately 75 years.

Logical Termini/Independent Utility:
The project termini are logical because the limits are restricted to only what is necessary to satisfy the purpose and need and to meet current design standards. Project termini extend approximately 230 feet north and 223 feet south of the center of the existing structure along SR 9, and approximately 90 feet west and 85 feet east of the center of the roadway. The project is an independent and complete project because it is not dependent on any other projects to meet its purpose and need.

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OTHER ALTERNATIVES CONSIDERED:

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

The March 17, 2020, *INDOT Hydraulic Review* lists the alternatives considered for the project (Appendix I, pages 4 to 5) and are further described below.

No Build Alternative:
The no build alternative proposed continued use of the culvert in current conditions. If selected, this alternative will lead to further degradation of the structure. This alternative does not meet the purpose and need of the project as it would not address the deficiencies, improve the condition rating of the structure to at least 7 (Good) out of 9 (Excellent), or provide a structure with a service life of at least 75 years. As a result, the no build alternative was eliminated.

High-Density Polyethylene (HDPE) Liner Alternative:
This alternative would rehabilitate the existing culvert by installing an HDPE liner. Although this alternative would address structural deterioration, the rehabilitated structure would not meet roadway serviceability criteria for a 100-year storm event and would create hazardous roadway conditions. Therefore, it was eliminated from further consideration.

Cured-in-Place Pipe (CIPP) Liner Alternative:
This alternative would rehabilitate the existing culvert by installing a CIPP liner. Although this alternative would address structural deterioration, the rehabilitated structure would not meet roadway serviceability criteria for a 100-year storm and would create hazardous roadway conditions. Therefore, it was eliminated from further consideration.

CMP Replacement Alternative:
This alternative would replace the existing culvert with an 84-inch-diameter CMP. The proposed structure would meet roadway serviceability criteria for a 100-year storm event and address the structural deficiencies of the existing culvert. However, the service life of this structure is less than that of the preferred alternative and would require a larger construction area which would increase environmental impacts. Therefore, this alternative was not selected.

Circular Smooth Pipe Replacement Alternative:
This alternative would replace the existing culvert with an 84-inch-diameter circular smooth pipe. The proposed structure would meet roadway serviceability criteria for a 100-year storm event and address the structural deficiencies of the existing culvert However, the service life of this structure is less than that of the preferred alternative and would require a larger construction area which would increase environmental impacts. Therefore, this alternative was not selected.

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

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

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ROADWAY CHARACTER:

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

Name of Roadway	SR 9				
Functional Classification:	Minor Arterial				
Current ADT:	2,513	VPD (2026)	Design Year ADT:	2636	VPD (2046)
Design Hour Volume (DHV):	267	Truck Percentage (%)	7.98%		
Designed Speed (mph):	55	Legal Speed (mph):	55		

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	40	ft.	47	ft.
Shoulder Width:	Two 8-foot paved shoulders and two 2-foot aggregate shoulders (NB & SB)	ft.	Two 8-foot paved shoulders and two 3.5-foot aggregate shoulders (NB & SB)	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

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): CV 009-092-157.02 / National Bridge Inventory (NBI) #93001776

Sufficiency Rating: 4 (*December 19, 2024, INDOT Culvert Inspection Report*)

(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	CMP		RCB	
Number of Spans:	1		1	
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.

CV 009-092-157.02 is a 48-inch CMP with a length of 130 feet. The structure conveys an UNT to Tippecanoe River below SR 9. The proposed project will replace the existing structure with a 6-foot span by 5-foot rise, four-sided precast RCB with a proposed length of 115 feet, and a sump of 6-inches (Appendix B, pages 8 to 17). Headwalls and wingwalls will be installed at the structure inlet and

outlet. Revetment riprap will be placed at the inlet and Class II riprap will be placed at the outlet of the structure for scour protection. UNT to Tippecanoe River flows through the structure and will be permanently impacted due to the replacement of the structure and the placement of riprap below the ordinary high-water mark (OHWM). UNT to Tippecanoe River will also be temporarily impacted due to dewatering activities.

One unnamed 36-inch-diameter CMP drive culvert is located in the southeast quadrant conveying RSD 5 and one unnamed 24-inch-diameter RCP is located in the northwest quadrant conveying drainage to RSD 2. The unnamed 24-inch-diameter RCP will not be affected; however, the unnamed 36-inch-diameter CMP will be replaced with an 18-inch-diameter CMP with a proposed length of 159 feet (Appendix B, pages 8 to 17).

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a full closure of SR 9, utilizing an official detour on US 30, SR 109, and US 33. The detour route will add approximately 16.4 miles and 23 minutes of travel time. The MOT for the project will be in place for up to 45 days. Details regarding the MOT plan can be found in Appendix B, page 14.

The closure 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: $ 155,000.00 (2026) Right-of-Way: $ 61,000.00 (2025) Construction: $ 3,152,801 (2027)

Anticipated Start Date of Construction: Fall 2026

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RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	0.21	N/A
Commercial	N/A	N/A
Agricultural	0.37	N/A
Forest	0.15	N/A
Wetlands	N/A	N/A
Other:	N/A	N/A
Other:	N/A	N/A
TOTAL	0.73	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 approximate existing ROW varies 20 feet to 70 feet from the centerline of SR 9 to the west and is 60 feet from the centerline of SR 9 to the east. The existing ROW is comprised of the roadway, maintained and unmaintained roadside, stream corridor, and residential driveways.

The project requires approximately 0.73 acre of permanent ROW acquisition from properties on both the west and east side of SR 9. The area to be acquired is approximately 0.21 acre residential, 0.37 acre agricultural, and 0.15 acre forested (Appendix B, pages 8 to 17). The project does not require temporary ROW acquisition. No relocation of businesses or residents is required. No building demolition is required.

In order to maintain the project schedule, the INDOT project manager has requested that the project proceed with early acquisition of ROW (100% state funded ROW) so that real estate can advance their work in tandem with completing National Environmental Policy Act (NEPA) requirements. At risk acquisitions must comply with the Uniform Act and must not influence the decision of the environmental review process of the project required under NEPA.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on January 9, 2025 (Appendix C, pages 1 to 2).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration (FHWA), Fort Wayne District	January 9, 2025	No response received	N/A

Indiana Geological & Water Survey (IGWS)	March 17, 2025	March 17, 2025	Appendix C, pages 3 to 4
Indiana Department of Natural Resources, Division of Fish & Wildlife (IDNR-DFW)	January 9, 2025	February 7, 2025	Appendix C, pages 5 to 8
US Department of Housing & Urban Development	January 9, 2025	No response received	N/A
INDOT Fort Wayne District, Environmental Section Manager	January 9, 2025	No response received	N/A
INDOT Fort Wayne District, Project Manager	January 9, 2025	No response received	N/A
Natural Resources Conservation Services (NRCS)	January 9, 2025	February 7, 2025	Appendix C, pages 9 to 10
US Army Corps of Engineers (USACE), Detroit District	January 9, 2025	No response received	N/A
Whitley County Highway Department	January 9, 2025	No response received	N/A
Whitley County Commissioners Office	January 9, 2025	No response received	N/A
Whitley County Emergency Management Agency (EMA)	January 9, 2025	No response received	N/A
Whitley County Surveyor's Office	January 9, 2025	No response received	N/A
Whitley County Consolidated Schools Corporation	January 9, 2025	No response received	N/A
Whitley County Soil & Water Conservation District (SWCD)	January 9, 2025	No response received	N/A
Whitley County Sheriff's Department	January 9, 2025	No response received	N/A
Thorncreek Township Fire Department	January 9, 2025	No response received	N/A
Whitley County Council, District 2	January 9, 2025	No response received	N/A
Thorncreek Township Trustee	January 9, 2025	No response received	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 315 Linear feet Total impacted stream(s): 175 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)

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Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT to Tippecanoe River	Intermittent	315	175	UNT to Tippecanoe River is an intermittent stream that flows from east to west through the project area below SR 9 through CV 009-092-157.02. Due to its connection to a Traditional Navigable Waterway (TNW), this stream is likely a Water of the US (WOTUS) (Appendix F, pages 1 to 36).

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 3), and the RFI report (Appendix E, pages 1 to 8) there are three streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There is one stream within or adjacent to the project area. That number was confirmed by the site visit on April 9, 2024, by Burgess & Niple, Inc.

A *Waters of the US Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on August 23, 2024. Please refer to Appendix F, pages 1 to 36 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that there is one jurisdictional stream within the project area. The USACE makes all final determinations regarding jurisdiction.

UNT to Tippecanoe River is an intermittent stream that flows east to west through the investigated area for approximately 315 feet. StreamStats reports the estimated upstream drainage area of UNT to Tippecanoe River as 0.241 square mile. The OHWM of UNT to Tippecanoe River is 11.5 feet wide by 2.7 feet deep. The stream substrate consists of silt and sand. UNT to Tippecanoe River is a poor-quality stream that flows into Crooked Lake, which flows into Big Lake, which flows into Tippecanoe River, which flows into the Wabash River, a TNW. Due to its connection to a TNW, this stream is likely a WOTUS.

There are no Federal Wild and Scenic River, a State Natural, Scenic and Recreational River, Navigable Waterway, National Rivers Inventory waterway, or Indiana's listing of Outstanding Rivers and Streams within or adjacent to the project area.

The replacement of the structure, Class II riprap, and revetment riprap will permanently impact approximately 175 linear feet (0.05 acre) of UNT to Tippecanoe River. Dewatering activities, including the placement of cofferdams and pump-around equipment, will be necessary to work within the waterbody and will cause approximately 10 linear feet (0.002 acre) of temporary impacts to UNT to Tippecanoe River. A Section 401 permit from the Indiana Department of Environmental Management (IDEM) and a Section 404 permit from the USACE will be required due to permanent and temporary stream impacts from the small structure replacement, riprap placement, and dewatering activities. No mitigation is likely to be required as impacts are not anticipated to exceed 300 linear feet and/or 0.1 acre. This will be determined during the permitting process.

Stream impacts are unavoidable as the small structure replacement work is necessary to address the deterioration of CV 009-092-157.02, in order to achieve the purpose and need of the project. Stream impacts have been minimized to the greatest extent possible by using the minimum amount of riprap necessary, installing temporary erosion control measures around the stream, and revegetating bare areas after project completion.

IDNR–DFW responded on February 7, 2025, with recommendations pertaining to erosion and sediment control measures, riparian habitat mitigation plans, waterway impact permitting, bank stabilization, minimization of in-stream channel work, culvert design, and evaluation of wildlife (Appendix C, pages 5 to 8).

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1 to 8), there are seven open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on April 9, 2024, by Burgess & Niple, Inc. Therefore, no impacts are expected.

	Presence	Impacts Yes	Impacts No
Wetlands	X	X	

Total wetland area: 0.05 Acre(s) Total wetland area impacted: 0.05 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)
Wetland A	Palustrine Emergent	0.05	0.05	East of SR 9, south of the private drive within the project area, and aligns with a concrete-lined RSD. Likely a WOTUS (Appendix F, pages 1 to 36)

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination		
Wetland Delineation	X	August 23, 2024
USACE Isolated Waters Determination		

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1 to 8)

there are twenty wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was updated to one by the site visit on April 9, 2024, by Burgess & Niple, Inc.

A *Waters of the US Determination / Wetland Delineation Report* was approved by INDOT EWPSO on August 23, 2024. Please refer to Appendix F, pages 1 to 36, for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that there is one jurisdictional wetland, Wetland A, within the project area. The USACE makes all final determinations regarding jurisdiction.

Wetland A is a palustrine emergent wetland that is located east of SR 9 and south of the private drive within the project area. Wetland A is approximately 0.05 acre and is partially within a concrete-lined RSD. Wetland A is a poor-quality wetland due to low species diversity and exposure to runoff from SR 9 and agricultural land. Wetland A is hydraulically connected to UNT to Tippecanoe River via the culvert that passes under the private drive east of SR 9. UNT to Tippecanoe River contributes a surface water connection to the Wabash River, a TNW. Since Wetland A is hydrologically connected to a TNW, it is likely a WOTUS.

The project is anticipated to permanently impact 0.05 acre of Wetland A for construction access and ditch regrading. Impacts to Wetland A will likely require the issuance of a Section 401 permit from IDEM and a Section 404 permit from USACE. Mitigation will likely not be required as impacts are anticipated to remain below 300 linear feet and/or 0.1 acre.

There is no practical impact avoidance alternative due to the space needed to access and complete the culvert replacement activities in order to meet the purpose and need of the project.

IDNR-DFW responded on February 7, 2025, with recommendations pertaining to erosion and sediment control measures, riparian habitat mitigation plans, revegetation measures, waterway impact permitting, bank stabilization, culvert design, and evaluation of wildlife (Appendix C, pages 5 to 8).

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

	Presence	Impacts	
		Yes	NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 0.80 Acre(s) Total tree clearing: 0.25 Acre(s)

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

Based on the desktop review, a site visit on April 9, 2024, by Burgess & Niple, Inc., and the aerial map of the project area (Appendix B, page 3), there is forested riparian habitat, wetland habitat, and vegetated roadside slopes in the project area. Dominant species present in the project area consists of Black Willow (*Salix nigra*), Autumn Olive (*Elaeagnus umbellata*), Hackberry (*Celtis occidentalis*), and Honeysuckle (*Lonicera maackii*), Reed Canary Grass (*Phalaris arundinacea*), Annual Bluegrass (*Poa annua*), and Wild Teasel (*Dipsacus fullonum*). The structure replacement, riprap placement, side slope regrading, and construction access will result in approximately 0.25 acre of tree clearing (including Black Willow (*Salix nigra*), Autumn Olive (*Elaeagnus umbellata*), Hackberry (*Celtis occidentalis*), and Honeysuckle (*Lonicera maackii*)) at the inlet and outlet of the proposed structure, and approximately 0.65 acre of impacts to vegetated roadside habitat and wetland habitat (including Reed Canary Grass (*Phalaris arundinacea*), Annual Bluegrass (*Poa annua*), and Wild Teasel (*Dipsacus fullonum*)) along SR 9. For tree clearing, 0.15 acre of tree clearing will occur within the proposed permanent ROW and 0.10 acre will occur within the existing ROW.

Terrestrial habitat impacts have been minimized to the greatest extent possible to complete the proposed scope of work by minimizing the work area to that only needed to complete construction and meet the purpose and need of the project. All disturbed

areas will be reseeded according to the current INDOT standard specifications. Mitigation for impacts to terrestrial habitat is not anticipated.

IDNR-DFW responded on February 7, 2025, with recommendations to avoid and minimize tree removal to the greatest extent possible, revegetation recommendations, and measures to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, pages 5 to 8).

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

Protected Species

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

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

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

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

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

Based on a desktop review and the RFI report (Appendix E, pages 1 to 8), completed by Burgess & Niple, Inc., on July 10, 2024, the IDNR Whitley County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 7, 2025 (Appendix C, pages 5 to 8), the Natural Heritage Programs Database has been checked and the following properties, communities, and species have been documented within 0.5 mile of the project area. The IDNR-DFW does not anticipate any significant impacts to the property, high quality natural communities, or flora. An INDOT 0.5-mile bat review occurred on April 12, 2024, and did not indicate the presence of endangered bat species.

Properties
Crooked Lake Nature Preserve

Communities
Lake
Northern Lakes Dry-Mesic
Northern Lakes Mesic

Flora
Fries' Pondweed (*Potamogeton friesii*), State endangered
Illinois Hawthorne (*Crataegus iracunda*), State endangered
Flatleaf Pondweed (*Potamogeton robbinsii*), State threatened

Lesser Bladderwort (*Utricularia minor*), State threatened
Small Purple-fringe Orchid (*Platanthera psycodes*), State threatened
Shining Ladies'-tresses (*Spiranthes lucida*), State threatened
Straight-leaf Pondweed (*Potamogeton strictifolius*), State threatened
White-stem Pondweed (*Potamogeton praelongus*), State threatened

Fauna
Blanding's Turtle (*Emydoidea blandingii*), State endangered
Cisco (*Coregonus artedi*), State endangered
Common Mudpuppy (*Necturus maculosus*), State special concern

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 11 to 23). 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 NLEB. Refer to paragraph below.

The official species list generated from IPaC indicated four other listed species present within the project area: the Salamander Mussel (*Simpsonaias ambigua*), the Whooping Crane (*Grus americana*), the Monarch Butterfly (*Danaus plexippus*), and the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*). The Whooping Crane is listed as endangered wherever found, except where listed as an experimental population according to the Environmental Conservation Online System (https://ecos.fws.gov/ecp/species/758). The Whooping Crane is listed as an experimental population in this location. The Monarch Butterfly is identified as a proposed species and is not yet listed. The Salamander Mussel is proposed for listing. Therefore, these species were not considered as part of this project and the project will not jeopardize the continued existence of the species. The Eastern Prairie Fringed Orchid is listed as threatened; however, there is no critical habitat identified for the orchid, and it was not found within the project area. INDOT, on behalf of FHWA, has determined that the project will not jeopardize the continued existence of the Salamander Mussel, Monarch Butterfly, Whooping Crane, or Eastern Prairie Fringed Orchid or their critical habitat because no critical habitat overlaps with the project location. No further coordination is needed with USFWS.

The project qualifies for the *Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana Bat, Northern Long-Eared Bat, and Tricolor Bat,* dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A culvert inspection occurred on April 9, 2024, and did not find bats/birds or signs of bats/birds using the structure (Appendix I, pages 1 to 3). An effect determination key was completed on February 18, 2025, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" (NLAA) the Indiana bat and/or the NLEB (Appendix C, pages 24 to 31). INDOT reviewed and verified the effect finding on February 21, 2025, and requested USFWS's review of the finding. On February 24, 2025, the USFWS concurred with the effect finding (Appendix C, page 32). The IPaC submittal form provided AMMs for the project, including General AMM 1, Tree Removal AMM 1, Tree Removal AMM 2, Tree Removal AMM 3, and Lighting AMM 1. AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

A culvert inspection occurred on December 19, 2024, and found no bats or signs of bats using the culvert (Appendix I, pages 1 to 3). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after December 19, 2026, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

Culvert inspections for the unnamed drive culverts were not required as they do not meet the size requirements for the Indiana bat or NLEB roosting as outlined in the March 2024 *Rangewide Indiana bat and NLEB Survey Guidelines.*

Structure No CV 009-092-157.02, located 2.17 miles south of US 33, and the project's surrounding habitat is conducive for use (i.e.

nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP/RSP.

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

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

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

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

Based on a desktop review and the Indiana Karst Region Map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction.* According to the topo map of the project area (Appendix B, page 2) and the RFI report (Appendix E, pages 1 to 8) there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 17, 2025, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 3 to 4). The IGWS response indicated that the project area has 1% annual chance flood hazard and moderate liquefaction potential for geological hazards and high potential for bedrock resources and low potential for sand and gravel resources for mineral resources. No active or abandoned mineral resource extraction sites are documented in the area. Response from IGWS has been communicated to the designer on March 17, 2025. No impacts are expected.

SECTION C – OTHER RESOURCES

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

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

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

Sole Source Aquifer:
The project is located in Whitley 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.

Wellhead Protection Area and Source Water:
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on March 17, 2025, by Burgess & Niple, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells:
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on February 26, 2025, by Burgess & Niple, Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary:
Based on a desktop review of the MS4 Boundaries Map for Indiana (https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/) by Burgess & Niple, Inc., on February 26, 2025, this project is not located in an Urban Area Boundary (UAB). Therefore, no impacts are expected.

Public Water System:
Based on a desktop review, a site visit on April 9, 2024, by Burgess & Niple, Inc., and the aerial map of the project area (Appendix B, page 3) no public water systems were identified. Therefore, no impacts are expected.

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

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

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

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The Indiana Department of Natural Resources Indiana Floodway Information Portal website (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) was accessed on August 7, 2024, by Burgess & Niple, Inc,. This project is not located in a regulatory floodplain as determined from approved INDR Floodplain Mapping (Appendix F, page 16). 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.

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

Total Points (from Section VII of CPA-106/AD-1006*) **111**

**If 160 or greater, see CE Manual for guidance.*

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

Based on a desktop review, a site visit on April 9, 2024, by Burgess & Niple, Inc., the aerial map of the project area (Appendix B, page 3), the project will convert 0.8 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on January 9, 2025, to the NRCS. Coordination with NRCS resulted in a score of 111 on the AD 1006 Form (Appendix C, page 10). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	A-6, B-9	May 8, 2025	

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) ☐

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Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	May 8, 2025	N/A
Archaeological Phase Ic Survey Report			
Other:			

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

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

On April 30, 2026, B&N determined that this project falls within the guidelines of Category A, Type 6 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1-2). On May 8, 2025, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 9 under the MPPA (Appendix D, pages 3 to 7). The MPPA types include the following work:

Category A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

Category B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures.

A Phase 1a Archaeological Survey was completed on December 16, 2024, by a qualified professional archaeologist from Cultural Resource Analysts, Inc. (CRA) and approved by INDOT CRO on May 8, 2025. The results of the survey did not locate any archaeological sites in the vicinity of the project area and no further investigation is recommended (Appendix D, pages 8 to 12).

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1 to 8), there is one recreational facility/managed land and two trails that are potential 4(f) resources located within the 0.5-mile search radius. According to the aerial map of the project area (Appendix B, page 3) and by the site visit on April 9, 2024, by Burgess & Niple, Inc., 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	
		Yes	**No**
Section 6(f) Property			

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

The US Land and Water Conservation Fun 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 nine properties in Whitley County (Appendix I, page 6). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

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

Location in STIP: FY 2026-2030, page 449 of 671

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

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

The Fiscal Year (FY) 2026-2030 Statewide Transportation Improvement Program (STIP) is listed based on the lead DES number in the contract. The lead DES number for this contract is 2200659. The FY 2026-2030 STIP includes DES number 2200663 by reference with the contract number R-44529 (Appendix H, page 1).

Attainment Status

This project is located in Whitley County, which is currently in attainment for all criteria pollutants according to the IDEM nonattainment areas map dated December 17, 2024, (https://www.in.gov/idem/sips/files/nonattainment_areas_map.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

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

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SECTION G - NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

The project will not affect local/regional development patterns and will not impact community cohesion or regional events (verified online at https://www.whitleycounty.in.gov/eGov/apps/events/calendar.egov?view=browse;) as the MOT plan (official detour) will be temporary and will provide an alternative route for travelers. The proposed project will include a small structure replacement and will have no impacts to individuals covered under the Americans with Disability Act (ADA). Whitley County has an approved ADA Transition Plan (date July 20,2020); however, the project is located within a portion of Whitley County without pedestrian facilities and is not included in the ADA Transition Plan.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1 to 8), there are three public facilities within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on April 9, 2024, by Burgess & Niple, Inc. 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.

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

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.

Due to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173, EO 12898 has been rescinded, and this section is no longer applicable.

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Date RFI concurrence by INDOT SAM (if applicable): July 10, 2024

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 10, 2024, by Burgess and Niple, Inc., and INDOT SAM provided their concurrence on July 10, 2024 (Appendix E, pages 1 to 8). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

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Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	
Rule 5	
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

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

A USACE Section 404/IDEM Section 401 NWP is required due to permanent stream and wetland impacts and temporary stream impacts from the structure replacement work, riprap placement, ditch regrading, construction access, and dewatering activities. Mitigation is not anticipated to be required and will be confirmed during the permitting process.

An IDEM Construction Stormwater General Permit (CSGP), formerly Rule 5, permit will not be required as the anticipated ground disturbance will be less than 1.0 acre.

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

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

ENVIRONMENTAL COMMITMENTS

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

County Whitley Route SR 9 Des. No. 2200663

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 Environmental Section will be contacted immediately. (INDOT ESD and INDOT Fort Wayne District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permits. (INDOT ESD)
4) Structure CV 009-092-157.02, located 2.19 miles south of US 33, and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP/RSP. (INDOT ESD)
5) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after December 19, 2026, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
6) **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)
7) **Tree Removal AMM 1:** Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)
8) **Tree Removal AMM 2:** Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits). (USFWS)
9) **Tree Removal AMM 3:** Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS)
10) **Lighting AMM 1:** Direct temporary lighting away from suitable habitat during the active season. (USFWS)

For Further Consideration:

1) If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
2) The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR-DFW)
3) Maintain or improve fish and wildlife passage at existing or proposed crossing locations. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. (IDNR-DFW)

4) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up OHWM with the exception of areas directly under bridges, for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
5) 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. (IDNR-DFW)
6) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
7) 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)
8) Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR-DFW)

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Appendix A

INDOT Supporting Documentation

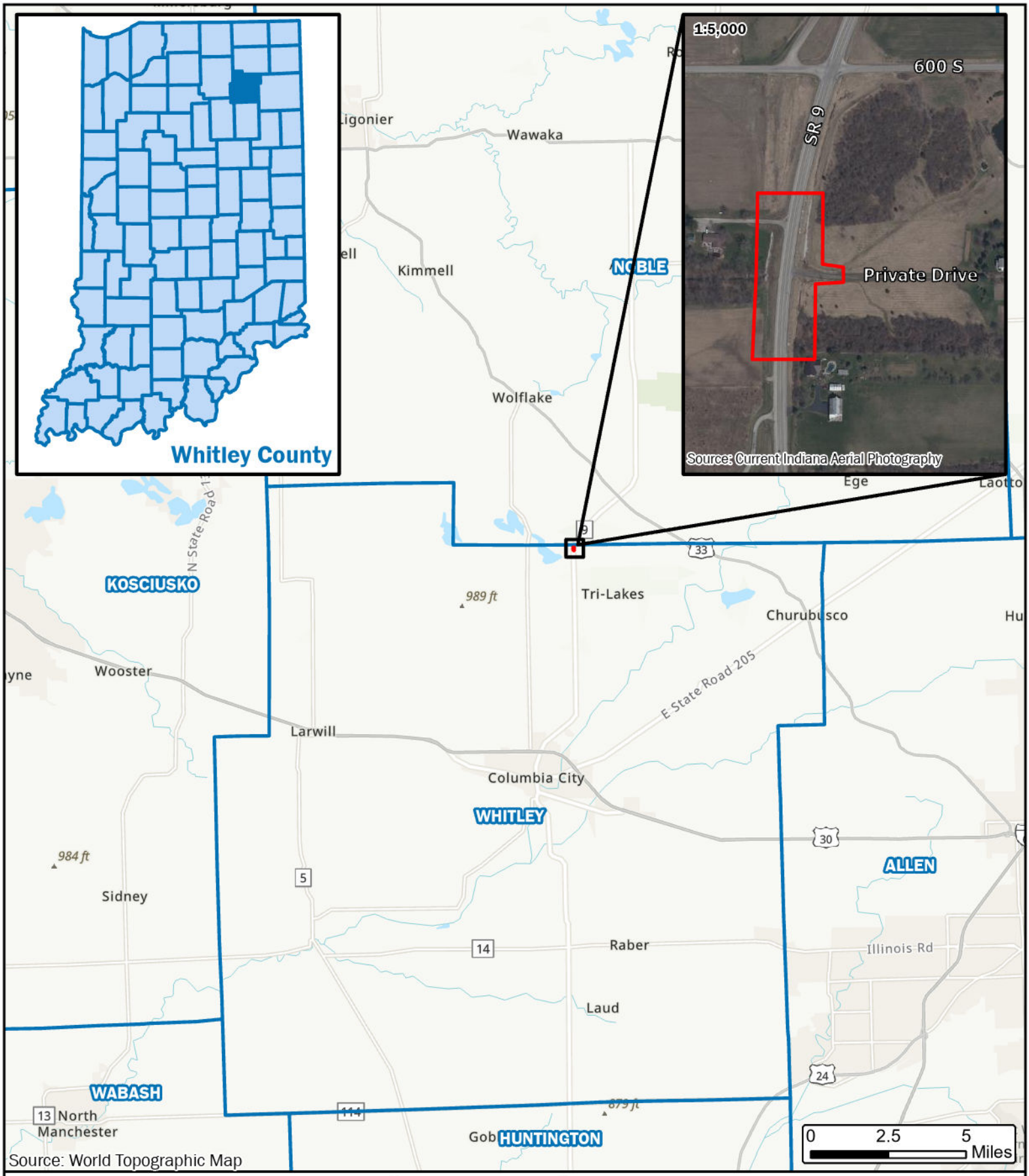
Categorical Exclusion Level Thresholds

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

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.
[9] Potential for causing a disproportionately high and adverse impact.
[10] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B

Graphics

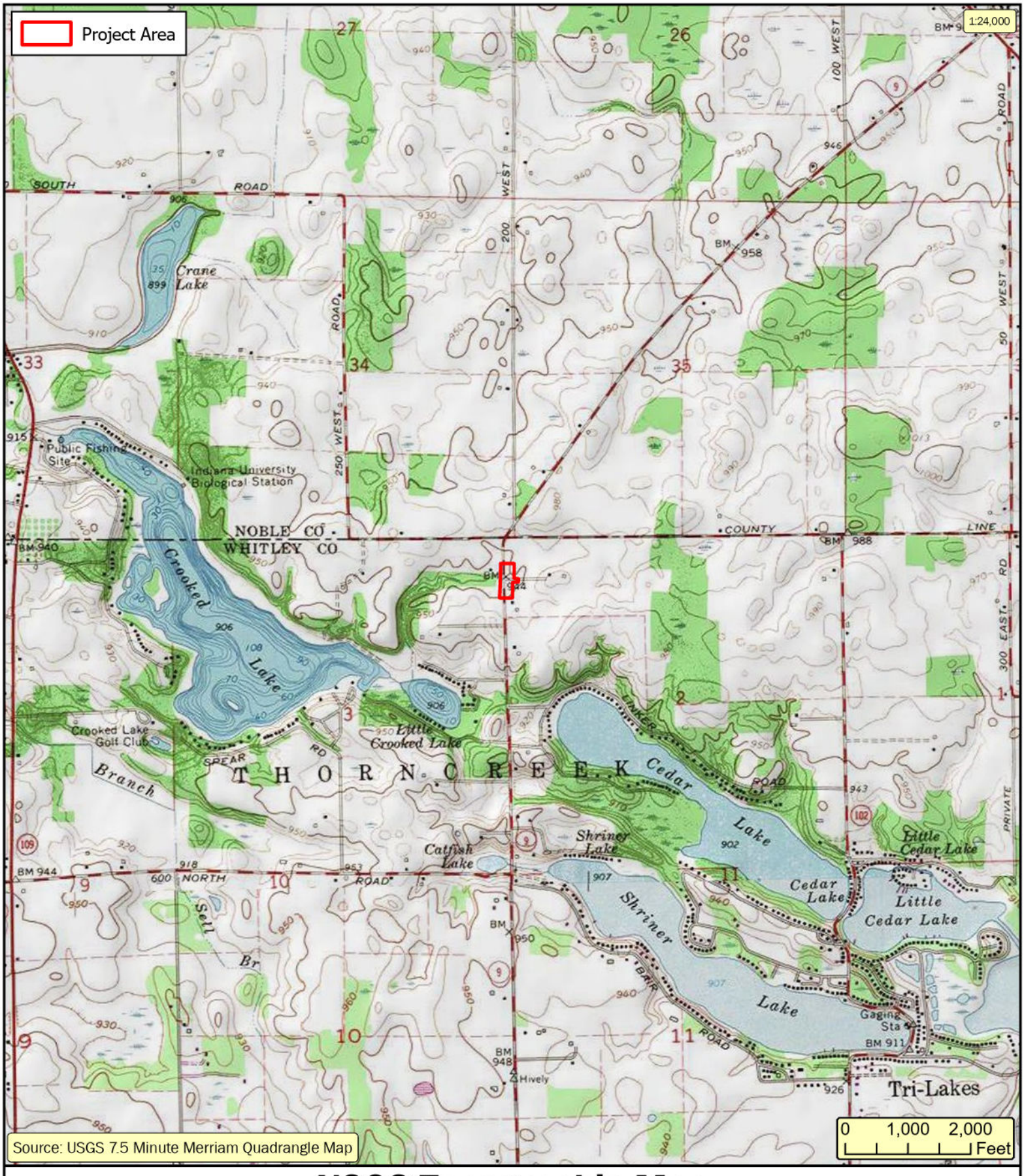


Project Location Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 9 over UNT to Tippecanoe River
Small Structure Project
Des. No. 2200663
Whitely County, Indiana

3/14/2025



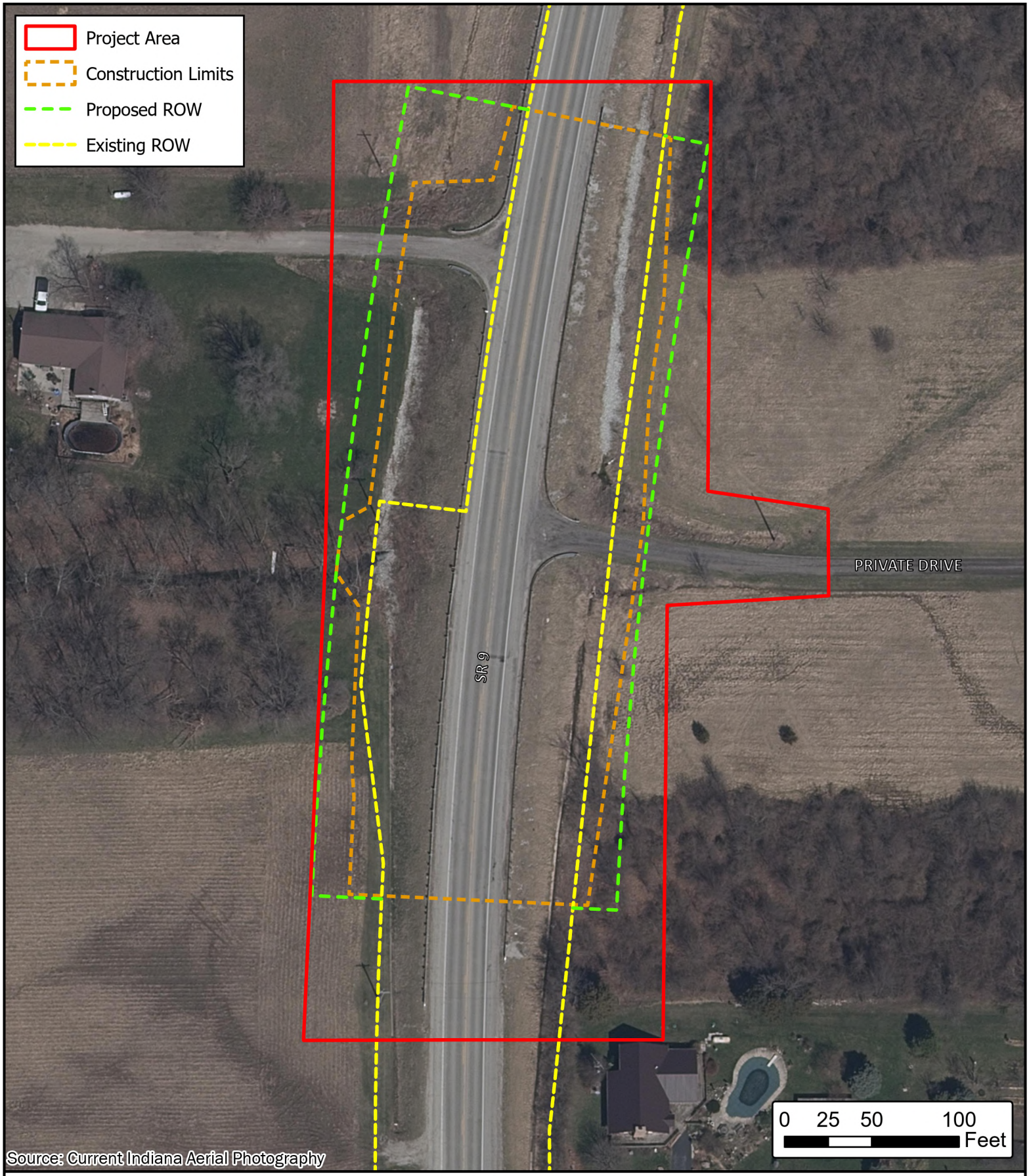
USGS Topographic Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 9 over UNT to Tippecanoe River
Small Structure Project
Des. No. 2200663
Whitely County, Indiana

N

3/13/2025



Aerial Photography Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 9 over UNT to Tippecanoe River
Small Structure Project
Des. No. 2200663
Whitely County, Indiana

N

3/17/2025

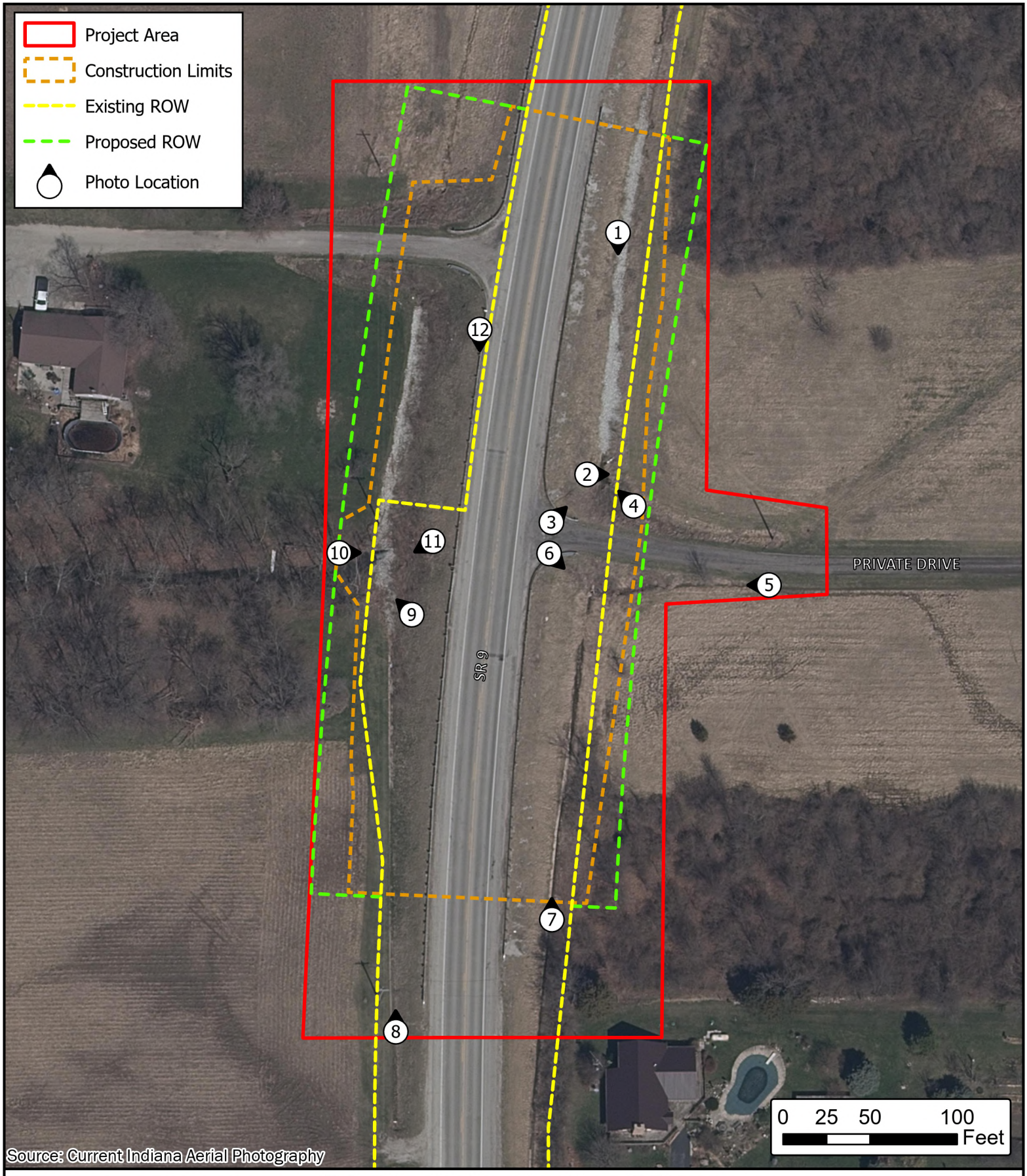


Photo Orientation Map

BURGESS & NIPLE
Engineers ■ Environmental Scientists

SR 9 over UNT to Tippecanoe River
Small Structure Project
Des. No. 2200663
Whitely County, Indiana

N

3/17/2025



1. Facing south, looking along RSD 3 from the east side of SR 9.



2. Looking east, upstream, to the confluence of RSD 3, RSD 4, and UNT to Tippecanoe River.



3. Facing northeast, looking towards UNT to Tippecanoe River.



4. Facing northwest, downstream at UNT to Tippecanoe River and the inlet of CV 009-092-157.02.



5. Facing west, looking at RSD 5 from the south side of private drive.



6. Facing southeast, looking at RSD 4 and Wetland A.



7. Facing northeast, looking along RSD 4 from the east side of SR 9



8. Facing north, looking along RSD 1 from the west side of SR 9.



9. Facing northwest, looking toward the outlet of CV 009-092-157.02 and UNT to Tippecanoe River.



10. Facing east, upstream at CV 009-092-157.02 that conveys UNT to Tippecanoe beneath SR 9.



11. Facing southwest, downstream at UNT to Tippecanoe River.



12. Facing south, looking at SR 9 and surrounding landscape.

DESIGNATION
2200663
CONTRACT
R-44529

CULVERT ASSETS		
DES. NO.	CULVERT ASSET ID	WORK TYPE
2200663	CV 009-092-157.02	Small Structure Replacement

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2200659 LEAD	Small Structure Replacement
2200663	Small Structure Replacement
2300209	Scour Protection
2500552	Small Structure Maintenance and Repair

INDIANA DEPARTMENT OF TRANSPORTATION

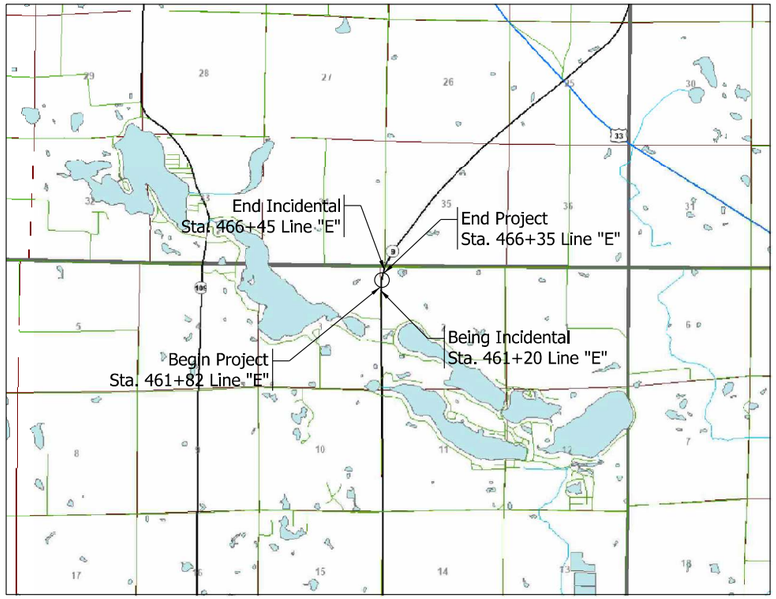
ROAD PLANS

ROUTE: SR 9

FROM: RP 157+1 TO: RP 157+11

DESIGNATION NO. 2200663

Small Structure Replacement
Located 7.00 Miles N of US 30
Section 02 & 03, T-32-N, R-9-W, Thorn Creek Township, Whitely County, Indiana



SCALE: 1" = 4,000'

TRAFFIC DATA		
A.A.D.T.	(2026)	2513 V.P.D.
A.A.D.T.	(2046)	2636 V.P.D.
D.H.V	(2046)	267 V.P.H.
DIRECTIONAL DISTRIBUTION		61.51 %
TRUCKS		7.98 % A.A.D.T.
		8.30 % D.H.V.

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



PROJECT LOCATION SHOWN BY
Whitley
HUC 12: 051201060103

LATITUDE: N 41°15'50" LONGITUDE: W 85°27'45"

GROSS LENGTH: 0.086 MI.
NET LENGTH: 0.099 MI.
MAX. GRADE: 0.31 %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026
TO BE USED WITH THESE PLANS

PLANS PREPARED BY: Benjamin Fink, E.I.T. 317-644-0168
PHONE NUMBER

"THIS WORK SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT"

CERTIFIED BY: DATE

RECOMMENDED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

DESIGNATION
2200663
SHEETS
1 of 16
CONTRACT
R-44529

Plot: 9/18/2025 4:36 PM
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Model: RD_Title Sheet

UTILITIES

Electric:
AEP Indiana Michigan Power Company (Fort Wayne)
P.O. Box 60
Fort Wayne, Indiana 46801-0060
PH.: 260-408-1895
FAX: 260-408-1875
Contact: Mark Walls
mawalls@aep.com

Cable TV:
Mediacom Indiana LLC
3900 26th Avenue
Moline, Illinois 61265
PH.: 309-743-4750
FAX: 309-797-4659
Contact: Dennis Jarding
djarding@mediacomcc.com

Sewer:
Tri Lakes Regional Sewer District
5240 N. Old 102
Columbia City, Indiana 46725
PH.: 260-691-2820
FAX: 260-691-9120
Contact: Nel Mann
tlrsd@earthlink.net

Communications:
Brightspeed
1120 S Tryon Street
Charlotte, North Carolina 28203
PH.: 833-692-7773

Electric:
Northeastern REMC
4901 East Park 30 Drive
Columbia City, Indiana 46725
PH.: 260-625-3700
FAX: 260-625-3407
Contact: James Eitsert
jeitsert@nremc.com

Gas:
Northern Indiana Public Service Company (NIPSCO)
801 East 86th Avenue
Merrillville, Indiana 46410
PH.: 219-647-6502
FAX: 219-647-5151
Contact: Jill Boganwright
jboganwright@nisource.com

811 Know what's **below.** **Call** before you dig.

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

GENERAL NOTES

All earth shoulders, disturbed areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.

Contractor shall verify the existing flow line elevation to set the appropriate sump depth.

Contractor shall field verify the location of all utilities.

Contractor shall minimize R/W clearing and soil disturbance.

INDEX

SHEET NO.	DRAWINGS INDEX
1	TITLE
2	INDEX AND GENERAL NOTES
3	TYPICAL CROSS SECTIONS
4	PLAT NO. 1
5-6	LOCATION CONTROL ROUTE SURVEY
7	MAINTENANCE OF TRAFFIC
8	PLAN AND PROFILE
9-10	GENERAL PLAN
11	ROAD SUMMARY
12-15	CROSS SECTIONS LINE "E"

Plot: 9/18/2025 4:36 PM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BGF SEPTEMBER 2025 | DRAWN: BGF SEPTEMBER 2025

CHECKED: SEL SEPTEMBER 2025 | CHECKED: SEL SEPTEMBER 2025

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX SHEET

SCALE	BRIDGE FILE
N/A	NA
	DESIGNATION
	2200663
	SHEETS
	2 of 16
CONTRACT	PROJECT
R-44529	2200663

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LEGEND

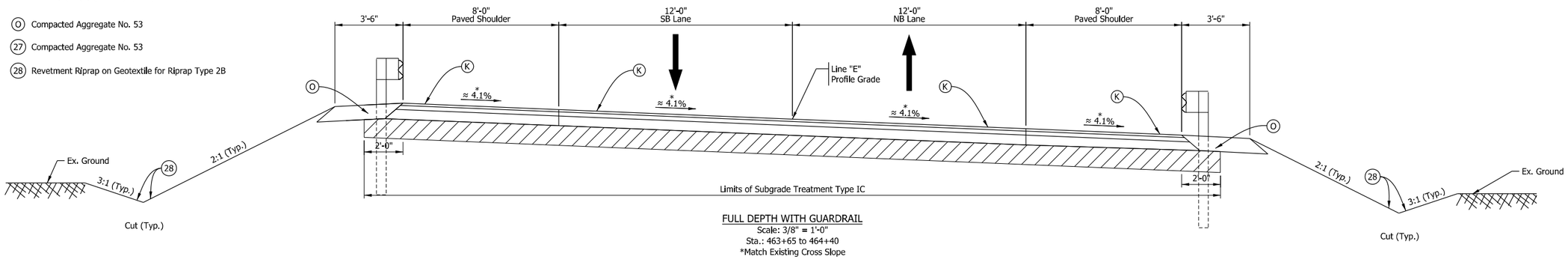
(K) 165 lbs/syd of QC/QA-HMA, 3, 58S, Surface, 9.5 mm on
275 lbs/syd of QC/QA-HMA, 3, 58S, Intermediate, 19.0mm on
660 lbs/syd QC/QA-HMA, 3, 58S, Base, 25.0mm on
Subsurface Treatment Type IC on Geotextile for Pavement Type 2B

(R) Milling Asphalt, 1.5 in, then Overlay with
165 lbs/sys QC/QA-HMA, 3, 58S, Surface, 9.5 mm

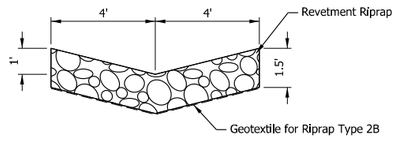
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(27) Compacted Aggregate No. 53

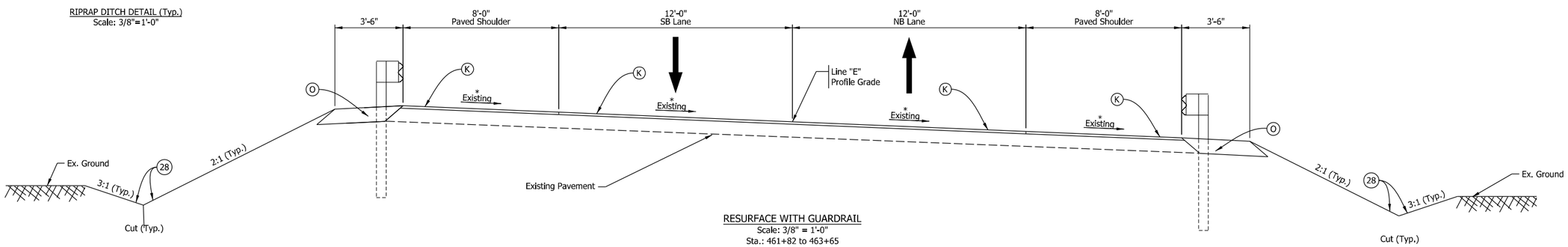
(28) Revetment Riprap on Geotextile for Riprap Type 2B



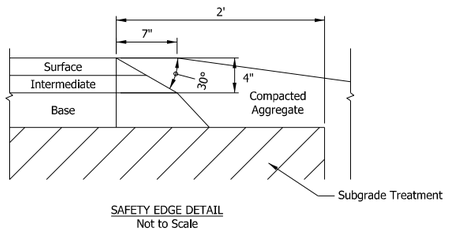
FULL DEPTH WITH GUARDRAIL
Scale: 3/8" = 1'-0"
Sta.: 463+65 to 464+40
*Match Existing Cross Slope



RIPRAP DITCH DETAIL (Typ.)
Scale: 3/8"=1'-0"



RESURFACE WITH GUARDRAIL
Scale: 3/8" = 1'-0"
Sta.: 461+82 to 463+65
Sta.: 464+40 to 466+35
*Match Existing Cross Slope



SAFETY EDGE DETAIL
Not to Scale

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

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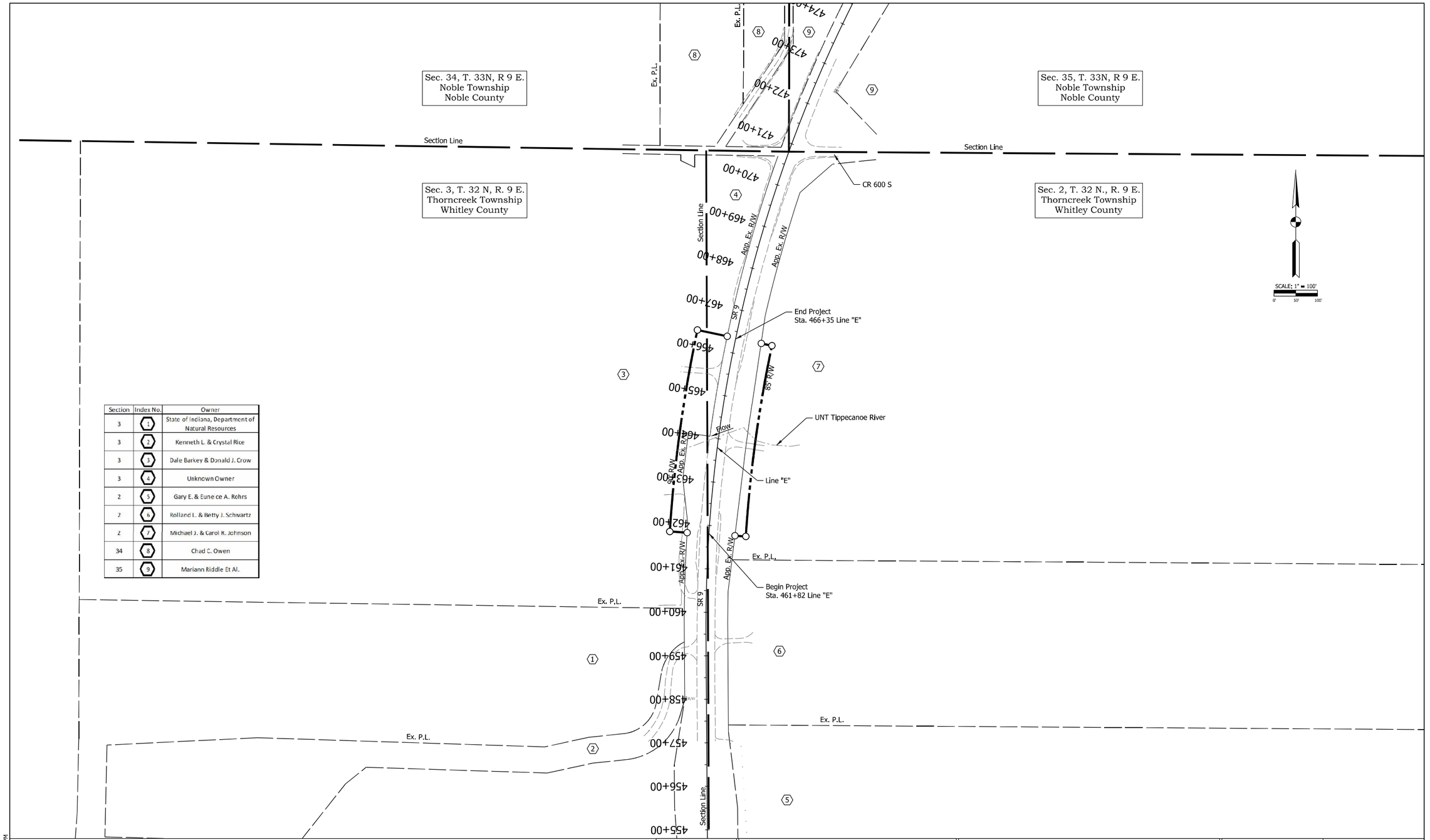
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INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
As Noted	NA
	DESIGNATION
	2200663
	SHEETS
	3 of 16
CONTRACT	PROJECT
R-44529	2200663

Plot: 9/18/2025 4:36 PM
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Model:RD_Detail Sheet



Section	Index No.	Owner
3	1	State of Indiana, Department of Natural Resources
3	2	Kenneth L. & Crystal Rice
3	3	Dale Barkey & Donald J. Crow
3	4	Unknown Owner
2	5	Gary E. & Eunece A. Rohrs
2	6	Rolland L. & Betty J. Schwartz
2	7	Michael J. & Carol R. Johnson
34	8	Chad C. Owen
35	9	Mariann Riddle Et Al.

Plot: 9/18/2025 4:36 PM

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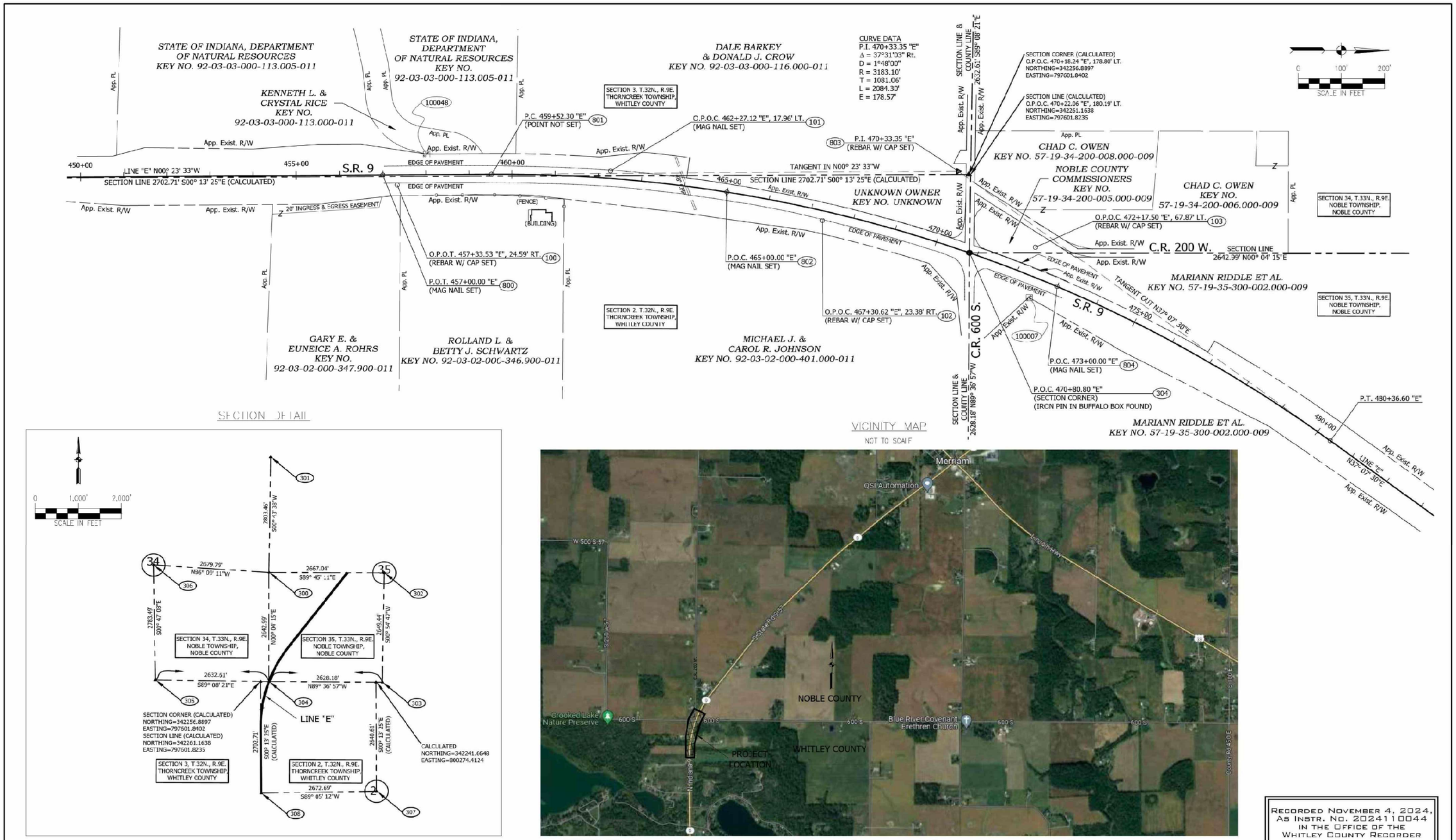
DESIGNED: BGF JULY 2025 | DRAWN: BGF JULY 2025

CHECKED: SEL SEPTEMBER 2025 | CHECKED: SEL SEPTEMBER 2025

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

SCALE	BRIDGE FILE
1' = 100'	NA
	DESIGNATION
	2200663
	SHEETS
	4 of 16
	CONTRACT
	R-44529



CERTIFIED ENGINEERING JOB NO. 23204

SURVEY STARTED	DECEMBER 2023
SURVEY COMPLETED	APRIL 2024
CRS SHEETS	1 of 2

CERTIFIED engineering
3939 MILLERSVILLE ROAD
INDIANAPOLIS, INDIANA 46205
PHONE: 317-546-1599
FAX: 317-546-2599
E-MAIL: CERTIFIED@CERTIFIEDENGINEERING.COM

FIELD SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF 865 I.A.C. 1-12-20 THROUGH 865 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF ANY NEW PARCELS TO BE ACQUIRED OR THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.

JASON R. HESLER REGISTERED No. 21100012 STATE OF INDIANA LAND SURVEYOR

PREPARED BY: JASON R. HESLER 6-27-2024 DATE

RECOMMENDED FOR APPROVAL: REGISTERED LAND SURVEYOR, FIELD 6-27-2024 DATE

INDIANA DEPARTMENT OF TRANSPORTATION

S.R. 9 SMALL STRUCTURE REPLACEMENT OVER UNT LITTLE CROOKED LAKE NOBLE & WHITLEY COUNTY LOCATION CONTROL ROUTE SURVEY

SCALE	BRIDGE FILE
1" = 100'	NA
	DESIGNATION
	2200663
	SHEETS
	5 of 16
CONTRACT	PROJECT
R-44529	2200663

RECORDED NOVEMBER 4, 2024, AS INSTR. NO. 202411 0044 IN THE OFFICE OF THE WHITLEY COUNTY RECORDER

CONTROL POINT COORDINATE INFORMATION

Point No.	InGCS Northing (Whitley Zone)	InGCS Easting (Whitley Zone)	Indiana East Zone Northing	Indiana East Zone Easting	Latitude	Longitude	Station	Offset	Description
100	340933.3823	797627.5428	2190360.8218	384131.9241	41° 15' 41.55505" N	85° 27' 46.08727" W	457+33.53 "E"	24.59' Rt.	SET 5/8" REBAR W/ CAP STAMPED "CERTIFIED"
101	341427.9527	797593.5263	2190855.2945	384096.9611	41° 15' 46.44147" N	85° 27' 46.52989" W	462+27.12 "E"	17.96' Lt.	SET MAG NAIL
102	341917.6919	797713.5881	2191345.2318	384216.0756	41° 15' 51.27951" N	85° 27' 44.95507" W	467+30.62 "E"	23.38' Rt.	SET 5/8" REBAR W/ CAP STAMPED "CERTIFIED"
103	342411.6352	797778.4078	2191839.2671	384279.9434	41° 15' 56.15931" N	85° 27' 44.10352" W	472+17.50 "E"	67.87' Lt.	SET 5/8" REBAR W/ CAP STAMPED "CERTIFIED"

SECTION CORNER COORDINATE INFORMATION

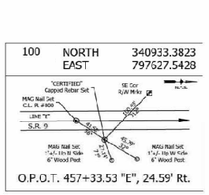
Point No.	InGCS Northing (Whitley Zone)	InGCS Easting (Whitley Zone)	Indiana East Zone Northing	Indiana East Zone Easting	Latitude	Longitude	Station	Offset	Description
300	344901.2947	797795.1047	2194328.7951	384291.8626	41° 16' 20.75663" N	85° 27' 43.87067" W	492+04.37 "E"	1,450.16' Lt.	FOUND HARRISON MONUMENT .15' BELOW GROUND AT NE. COR., SE. QTR., SEC. 34, T.33N., R.9E.
301	347704.5309	797830.6863	2197131.9154	384322.0629	41° 16' 48.45194" N	85° 27' 43.38871" W	NA	NA	FOUND HARRISON MONUMENT .10' BELOW GROUND AT NE. COR., SEC. 34, T.33N., R.9E.
302	344889.7936	800462.1187	2194322.4119	386958.7239	41° 16' 20.63006" N	85° 27' 08.94484" W	NA	NA	FOUND RR TRACK 5' ABOVE GROUND SET IN CONCRETE AT NE.COR., SW. QTR., SEC. 35, T.33N., R.9E.
303	342240.6889	800419.9660	2191673.3956	386921.8564	41° 15' 54.45759" N	85° 27' 09.51577" W	486+67.27 "E"	2,248.52' Rt.	FOUND HARRISON MONUMENT FLUSH AT SE. COR., SW. QTR., SEC. 35, T.33N., R.9E.
304	342258.3091	797791.8402	2191685.5768	384293.6691	41° 15' 54.64443" N	85° 27' 43.52849" W	470+80.80 "E"	0.00'	FOUND IRON PIN IN BUFFALO BOX .30' BELOW GROUND AT SE. COR., SE. QTR., SEC. 34, T.33N., R.9E.
305	342297.8561	795159.5236	2191720.4713	381661.4499	41° 15' 55.04500" N	85° 28' 18.39608" W	466+01.93 "E"	2,553.08' Lt.	FOUND HARRISON MONUMENT 0.30' BELOW GROUND AT SW. COR., SE. QTR., SEC. 34, T.33N., R.9E.
306	345081.0851	795121.3553	2194503.4435	381617.9443	41° 16' 22.54295" N	85° 28' 18.88406" W	478+96.54 "E"	3,697.17' Lt.	FOUND HARRISON MONUMENT 0.10' BELOW GROUND AT NW. COR., SE. QTR., SEC. 34, T.33N , R.9E.
307	339601.0728	800284.7171	2189033.6967	386791.4799	41° 15' 28.37933" N	85° 27' 11.30536" W	443+83.06 "E"	2,672.58' Rt.	FOUND RR IRON POST 5' ABOVE GROUND AT SE. COR., NW. QTR., SEC. 2, T.32N., R.9E.
308	339558.4724	797612.3706	2188985.5732	384119.3903	41° 15' 27.97124" N	85° 27' 46.29358" W	443+58.76 "E"	0.00'	FOUND IRON PIN IN BUFFALO BOX AT SW. COR., NW. QTR., SEC. 2, R.32N., R.9E.

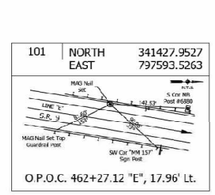
SURVEY LINE COORDINATE INFORMATION

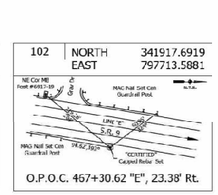
Point No.	InGCS Northing (Whitley Zone)	InGCS Easting (Whitley Zone)	Indiana East Zone Northing	Indiana East Zone Easting	Latitude	Longitude	Station	Offset	Description
800	340899.6809	797603.1846	2190327.0760	384107.6322	41° 15' 41.22219" N	85° 27' 46.40637" W	457+00.00 "E"	0.00'	SET MAG NAIL
801	341151.9714	797601.4567	2190579.3466	384105.4204	41° 15' 43.71480" N	85° 27' 46.42757" W	459+52.30 "E"	0.00'	PCINT NOT SET (DUE TO RAISED PVMT MARKER)
802	341697.2855	797644.7274	2191124.7079	384147.6422	41° 15' 49.10223" N	85° 27' 45.85795" W	465+00.00 "E"	0.00'	SET MAG NAIL
803	342233.0015	797594.0527	2191660.2915	384095.9431	41° 15' 54.39524" N	85° 27' 46.51848" W	470+33.35 "E"	178.57' Lt.	SET 5/8" REBAR W/ CAP STAMPED "CERTIFIED"
804	342461.6634	797873.5609	2191889.4745	384374.9943	41° 15' 56.65316" N	85° 27' 42.85727" W	473+00.00 "E"	0.00'	SET MAG NAIL

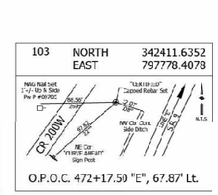
TOPO FEATURE COORDINATE INFORMATION

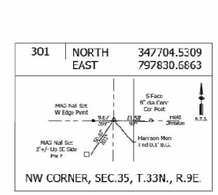
Point No.	InGCS Northing (Whitley Zone)	InGCS Easting (Whitley Zone)	Indiana East Zone Northing	Indiana East Zone Easting	Latitude	Longitude	Station	Offset	Description
100007	342397.3796	797900.6177	2191825.2468	384402.1726	41° 15' 56.01794" N	85° 27' 42.50336" W	472+51.39 "E"	50.39' Rt.	FOUND RW MARKER
100048	341001.2662	797553.2324	2190428.5587	384057.4884	41° 15' 42.22605" N	85° 27' 47.05984" W	458+01.92 "E"	49.26' Lt.	FOUND RW MARKER

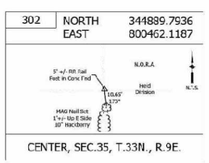


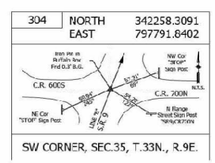


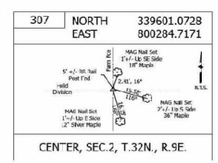


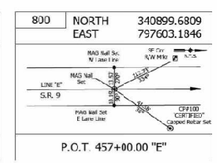


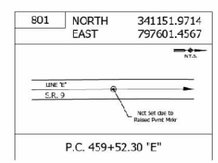


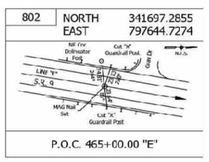


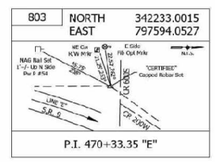


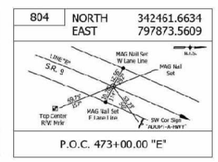












SURVEYOR'S REPORT

This survey was performed for Small Structure Replacement under S.R. 9. The survey is located in Sections 2 & 3, Township 32 North, Range 9 East, Thorncreek Township, Whitley County, Indiana and Sections 34 & 35, Township 33 North, Range 9 East, Noble Township, Noble County, Indiana.

The purpose of this survey is to collect topographic data for the design of the above referenced project and to tie the survey line to the United States Public Land Survey System. This survey is not intended to represent a Retracement Survey or an Original Survey.

Field measurements for this survey were made in accordance with the specifications outlined in Indiana Administrative Code 865 IAC 1-12-20 through 1-12-25. The decimal precision shown on this survey for measurements and coordinates is for consistency in the mathematical calculations, and not to indicate the precision of the field work performed. All measurements are in U.S. Survey Feet unless otherwise noted. All distances shown on this survey represent ground measurements. The relative positional accuracy of the location of the points established by this survey is within the specifications for an urban survey (0.07 feet plus 50 ppm) not to exceed five tenths (0.5) feet as defined by 865 IAC 1-12-22.

Unless noted otherwise, all bearings, distances, areas, and coordinates shown hereon are based upon the Indiana Geospatial Coordinate System's (InGCS) "Whitley" zone per NAD 83 (2011) epoch 2010.00 and are reported in U.S. Survey Feet and decimal parts thereof. This zone was developed to minimize the differences between ground-measured horizontal distances and the corresponding grid coorcinate (map) distances within the "Whitley" zone.

InGCS "Whitley" Zone Parameters

Geometric Datum:	NAD 83(2011) epoch 2010.00
Projection Type:	Traverse Mercator
Central Meridian:	85°30'00" West Longitude
Central Meridian Scale Factor:	1.000034
Latitude of Grid Origin:	40°39'00" North Latitude
False Northing:	36,000.000 m (118,110.00 U.S.Ft.)
False Easting:	240,000.000 m (787,400.00 U.S.Ft.)

USPLS CORNERS

Most of the United States Public Land Survey (USPLS) System Corners reported on this survey were found using the information obtained from the Noble and Whitley County Surveyor's and County Recorder's Offices. Since the purpose of this survey is to establish a survey centerline for the project and not for the purpose of an original survey or a retracement survey, no conflicting evidence was found as to the location of the United States Public Land Survey corners. Should additional USPLS corners be needed where none were found, they should be established and tied into this survey.

The estimated uncertainty of the section corners located this survey is 5 feet +/-. The cause of this uncertainty is the absence of the original monuments and the probability that the new monuments weren't set at the exact location of the original monuments.

CONTROL POINTS

Control Points 100-103 on this survey are 5/8" rebars w/cap stamped "CERTIFIED" set flush unless otherwise noted. The estimated uncertainty of these control points to the section corners found on this survey is 0.1 feet +/-.

SURVEY LINES

A search was made for past projects (R/W plans, R/W grants and other documents) in the area of this survey and the following were found in the INDOT Records Department:

S Project No. 412 (6) Code 0407 (1963)

For this Survey, Line "E" corresponds to the line established on above-referenced S Project No. 412 (6) Code 0407 (1963) plans. The plan geometry was held and rotated to a "best fit". Line "E" plan geometry was rotated thru found section corner at the Southwest Corner of the Northwest Quarter of Section 2 and the Southwest Corner of Section 35. Stationing is based on the section corner at the Southwest Corner of Section 35.

RIGHT-OF-WAY

A search of the Noble and Whitley County Recorder's Office records was conducted and no existing R/W along S.R. 9 was found. INDOT Records Department S Project No. 412 (6) Code 0407 (1963) shows R/W lines along S.R. 9. The Grants were timely recordec (1965 & 1966). In the areas outside of the Grants the existing R/W along S.R. 9 is shown as the width of the "traveled way".

The existing R/W lines, property lines, and ownership information shown on this survey are preliminary and subject to change based on the verification /validation of title. This information is shown only to help orient the user of this survey in relating it to the project centerline and is not intended to establish existing R/W lines and property lines. The sources used to plot the existing R/W lines and property lines are last deeds of record obtained from the Noble and Whitley County Recorder's Office as well as other sources cited on this survey. The designer / consultant responsible for Right-of-Way Engineering will complete the final determination of this information.

EASEMENTS

The locations of easements shown are based on the last deeds of record available at the Noble and Whitley County Recorder's Office. These records were found during the initial research and do not represent all possible easements that could be recoverec by a proper title search.

I affirm, under the penalties of perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law.

Jason R. Hesler

CERTIFIED ENGINEERING JOB NO. 23204

SURVEY STARTED	DECEMBER 2023
SURVEY COMPLETED	APRIL 2024
CRS SHEETS	2 of 2

CERTIFIED engineering
3939 MILLERSVILLE ROAD
INDIANAPOLIS, INDIANA 46205
PHONE: 317-546-1599
FAX: 317-546-2599
E-MAIL: CERTIFIED@CERTIFIEDENGINEERING.COM

FIELD SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF 865 I.A.C. 1-12-20 THROUGH 865 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF ANY NEW PARCELS TO BE ACQUIRED OR THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.

JASON R. HESLER REGISTERED No. 21100012 STATE OF INDIANA LAND SURVEYOR

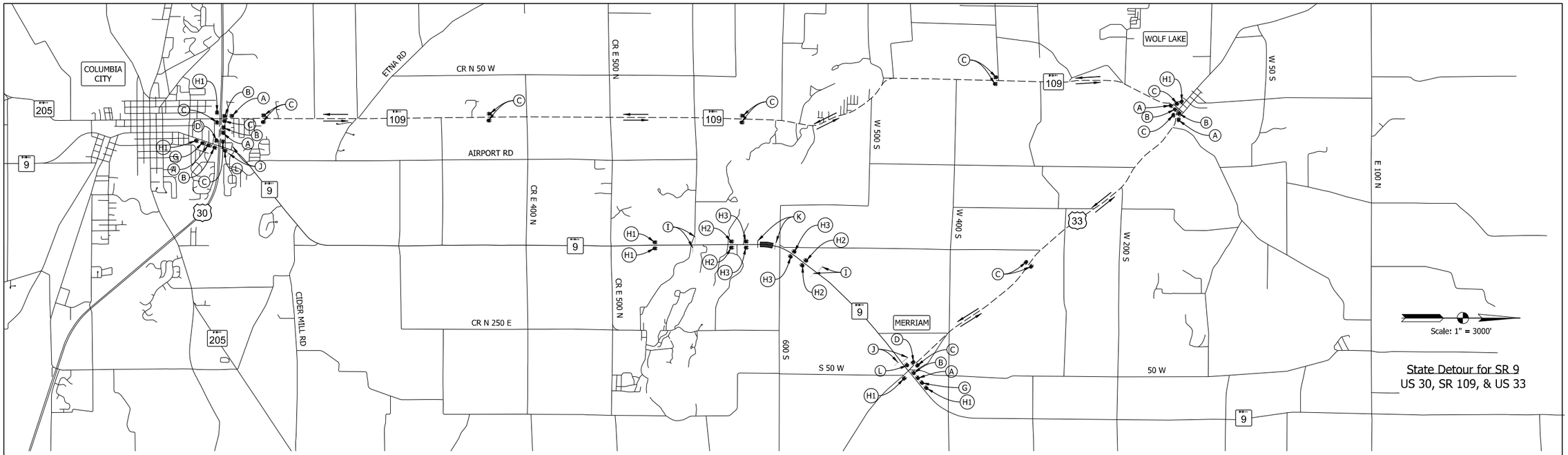
PREPARED BY: JASON R. HESLER 6-27-2024 DATE

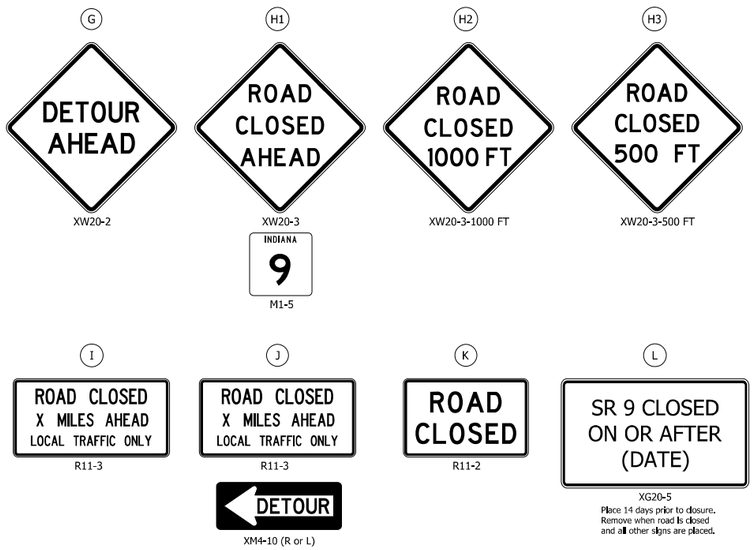
RECOMMENDED FOR APPROVAL: REGISTERED LAND SURVEYOR, FIELD 6-27-2024 DATE

INDIANA DEPARTMENT OF TRANSPORTATION

S.R. 9 SMALL STRUCTURE REPLACEMENT OVER UNT LITTLE CROOKED LAKE NOBLE & WHITLEY COUNTY LOCATION CONTROL ROUTE SURVEY

SCALE	BRIDGE FILE
N/A	NA
	DESIGNATION
	2200663
	SHEETS
	6 of 16
CONTRACT	PROJECT
R-44529	2200663





LEGEND

A	ADVANCE TURN DETOUR ROUTE MARKER ASSEMBLY SEE INDOT STANDARD DRAWING E 801-TCDT-04
B	DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY SEE INDOT STANDARD DRAWING E 801-TCDT-04
C	CONFIRMING DETOUR ROUTE MARKER ASSEMBLY SEE INDOT STANDARD DRAWING E 801-TCDT-04
D	END DETOUR ROUTE MARKER ASSEMBLY SEE INDOT STANDARD DRAWING E 801-TCDT-04
G	DETOUR AHEAD (XW20-2)
H	ROAD CLOSED AHEAD (XW20-3) SEE VARIATIONS
I	ROAD CLOSED - LOCAL TRAFFIC ONLY (R11-3), TYPE III-B BARRICADES
J	ROAD CLOSED - LOCAL TRAFFIC ONLY (R11-3), DETOUR (XM4-10(L or R)), TYPE III-B BARRICADES
K	ROAD CLOSED (R11-2), TYPE III-A BARRICADES
L	SR 9 CLOSED ON OR AFTER _

MAINTENANCE OF TRAFFIC
SUMMARY OF ITEMS

SIGN NUMBER	SIGN MESSAGE (SYMBOL)	CONSTRUCTION SIGN TYPE	QUANTITY
M1-5	STATE ROUTE SIGN (1 DIGITS)	B	7 EACH
R11-2	ROAD CLOSED	A	2 EACH
R11-3	ROAD CLOSED LOCAL TRAFFIC ONLY	A	4 EACH
XM4-10(_)	DETOUR (_ARROW)	B	2 EACH
XG20-5	SR 9 CLOSED ON OR AFTER _	A	2 EACH
XW20-2	DETOUR AHEAD	A	2 EACH
XW20-3	ROAD CLOSED AHEAD	A	7 EACH
XW20-3	ROAD CLOSED 500 FT	A	4 EACH
XW20-3	ROAD CLOSED 1000 FT	A	4 EACH

ROAD CLOSURE SIGN ASSEMBLY	6 EACH
ADVANCE TURN DETOUR ROUTE MARKER ASSEMBLY	6 EACH
DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY	6 EACH
CONFIRMING DETOUR ROUTE MARKER ASSEMBLY	10 EACH
END DETOUR ROUTE MARKER ASSEMBLY	2 EACH
TOTAL CONSTRUCTION SIGN TYPE A	25 EACH
TOTAL CONSTRUCTION SIGN TYPE B	9 EACH
TYPE III-A BARRICADE	72 LFT
TYPE III-B BARICADE	144 LFT

Notes:
1. See INDOT Standard Drawings E 801-TCDT-01 and E 801-TCDT-04 for additional information and sign spacing.
2. All signage shall be in accordance with the Indiana Manual on Uniform Traffic Control Devices

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BGF OCTOBER 2024 | DRAWN: BGF OCTOBER 2024

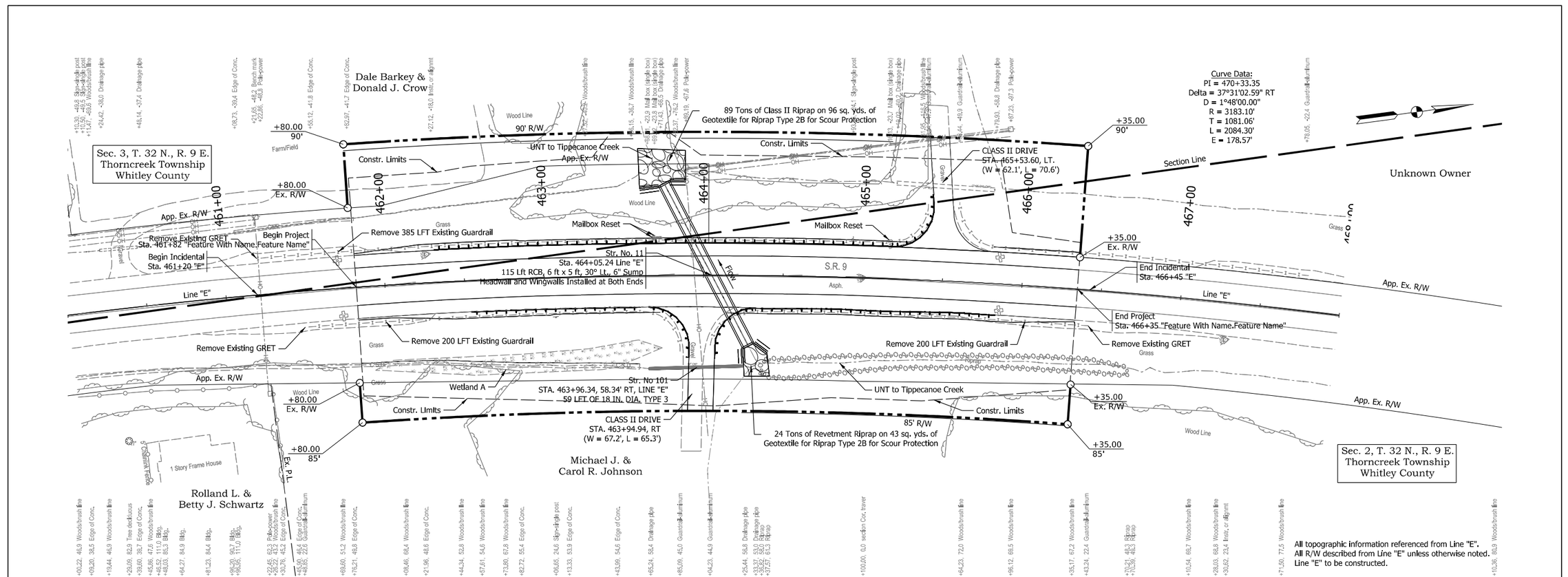
CHECKED: SEL SEPTEMBER 2025 | CHECKED: SEL SEPTEMBER 2025

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

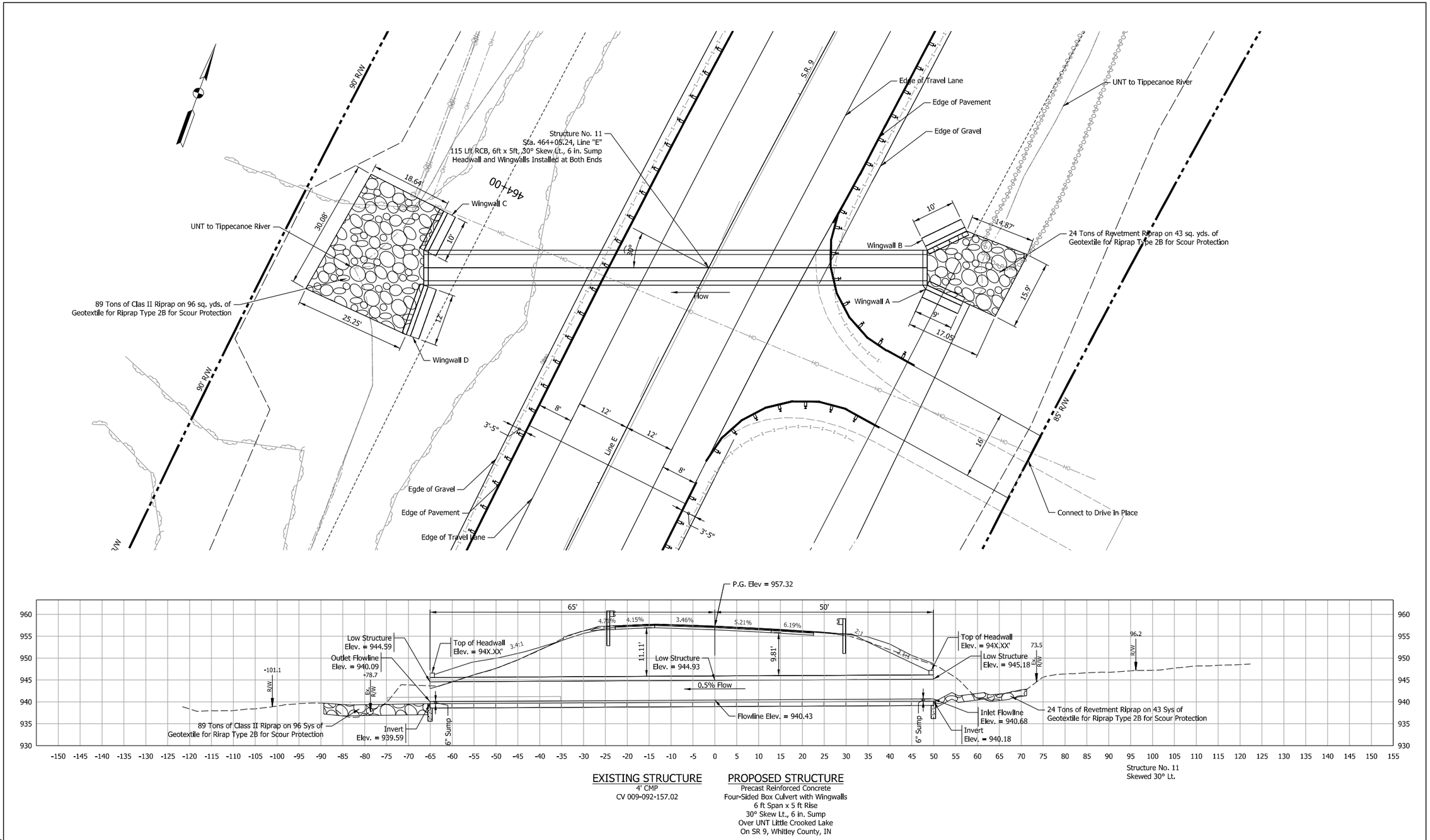
SCALE	BRIDGE FILE
As Noted	NA
	DESIGNATION
	2200663
	SHEETS
	7 of 16
CONTRACT	PROJECT
R-44529	2200663

Plot: 9/18/2025 4:36 PM
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Model: MOT Sheet



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: H: 1" = 30'; V: 1" = 10'
DESIGNED: BGF SEPTEMBER 2025	DRAWN: BGF SEPTEMBER 2025	PLAN AND PROFILE LINE "E"	BRIDGE FILE: NA
CHECKED: SEL SEPTEMBER 2025	CHECKED: SEL SEPTEMBER 2025		DESIGNATION: 2200663
			SURVEY BOOK:
			SHEETS: 8 of 16
			CONTRACT: R-44529
			PROJECT: 2200663

Plot: 9/18/2025 4:36 PM
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Model: E - Plan 1 [Sheet]



Structure No. 11
Skewed 30° Lt.

EXISTING STRUCTURE
4' CMP
CV 009-092-157.02

PROPOSED STRUCTURE
Precast Reinforced Concrete
Four-Sided Box Culvert with Wingwalls
6 ft Span x 5 ft Rise
30° Skew Lt., 6 in. Sump
Over UNT Little Crooked Lake
On SR 9, Whitley County, IN

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BGF SEPTEMBER 2025 | DRAWN: BGF SEPTEMBER 2025

CHECKED: SEL SEPTEMBER 2025 | CHECKED: SEL SEPTEMBER 2025

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE	BRIDGE FILE
As Noted	NA
	DESIGNATION
	2200663
	SHEETS
	9 of 16
CONTRACT	PROJECT
R-44529	2200663

Plot: 9/18/2025 4:36 PM

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Model:General Plan Sheet #1

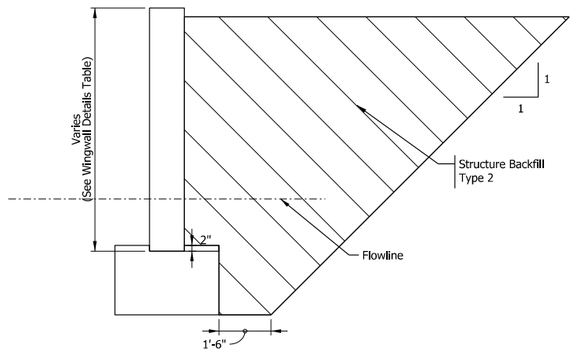
DESIGN DATA

A three-sided arch-top or true-arch structure will not be permitted at this location.

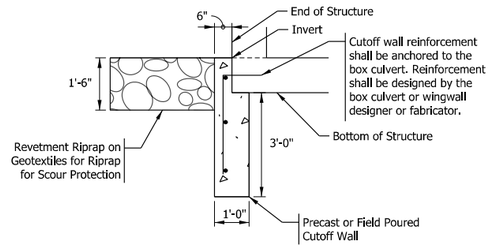
The Contractor shall field verify the flowline elevations to se the appropriate sump depth.

Live Load: Designed for H:-93 loading in accordance with AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020, and all subsequent interim specifications.

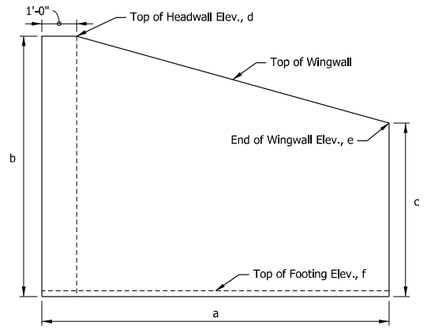
Dead Load: Actual Weight plus 35 psf for furture wearing surface.



WINGWALL BACKFILL DETAIL
No Scale

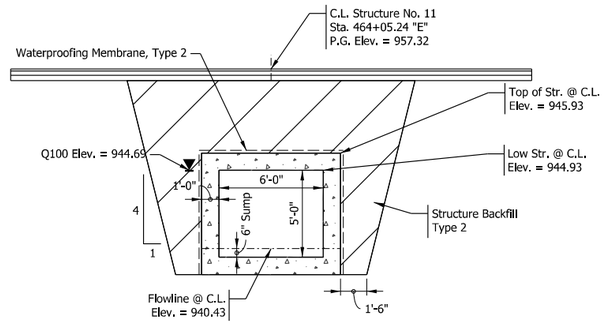


CUTOFF WALL DETAIL
Scale: 1/2"=1'-0"

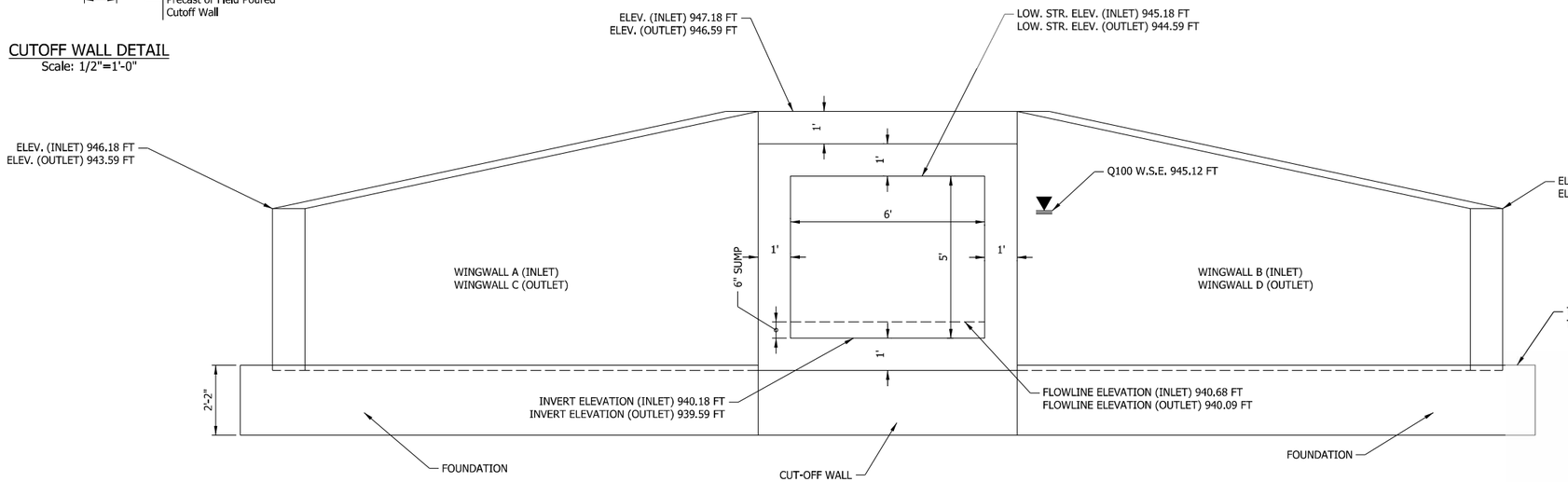


WINGWALL DETAIL
No Scale

Wingwall	Dimensions			Elevations			Area
	a	b	c	d	e	f	(sft)
A	9' 0"	8' 0"	6' 0"	947.18	945.18	939.35	64.0
B	10' 0"	8' 0"	6' 0"	947.18	945.18	939.35	71.0
C	10' 0"	8' 0"	4' 0"	946.59	942.59	938.76	62.0
D	12' 0"	8' 0"	4' 0"	946.59	942.59	938.76	74.0
						Total	271.0



ELEVATION VIEW
Scale: 1/4"=1'-0"



INLET/OUTLET ELEVATION
SCALE: 1/2"=1'-0"

HYDRAULIC DATA		
Drainage Area	172	acres
Q100 Discharge	210	cfs.
Design Roadway Serviceability Elevation	956.32	ft.
Existing Backwater	12.72	ft.
Existing Outlet Velocity	14.31	ft./sec.
Existing Headwater Elevation	957.41	ft.
Existing Low Structure Elevation	944.75	ft.
Proposed Backwater	2.72	ft.
Proposed Outlet Velocity	10.05	ft./sec.
Proposed Headwater Elevation	947.84	ft.
Proposed Low Structure Elevation	945.68	ft.

Plot: 9/18/2025 4:36 PM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BGF SEPTEMBER 2025 | DRAWN: BGF SEPTEMBER 2025

CHECKED: SEL SEPTEMBER 2025 | CHECKED: SEL SEPTEMBER 2025

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

SCALE	BRIDGE FILE
As Noted	NA
	DESIGNATION
	2200663
	SHEETS
	10 of 16
CONTRACT	PROJECT
R-44529	2200663

File: pw:\\indot-pw.bentley.com:indot-pw-01\Documents\Fort Wayne\2200663\Design\MS\Sht_General Plan.dgn
Model:General Plan Sheet #2

Appendix C

Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317)-694-8284

Eric Holcomb, Governor
Michael Smith, Commissioner

January 9, 2025

Sample Early Coordination Letter

Via Email or Mail to Early Coordination List:

Re: Early Coordination Letter, Des. No. 2200663, SR 9 Small Structure Replacement, 2.19 miles south of U.S. 33, Whitley County, IN

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding intends to proceed with a project involving the replacement of Culvert (CV) 009-092-157.02 which conveys an unnamed tributary (UNT) to Tippecanoe River under State Road (SR) 9 in Whitley County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply**. We will incorporate your comments into a study of the project's environmental impacts.

This project is located on SR 9, 2.19 miles south of U.S. 33 in Whitley County. This section of SR 9 is a two-lane functionally classified as a *Minor Arterial* with a posted speed limit of 55 miles per hour (MPH). The existing small structure is a 48" corrugated metal pipe (CMP) with a length of 130 feet. The structure is exhibiting section loss, undermining, cracking, and thinning. The need is due to the deterioration of the existing structure, which has a general condition rating of 4 (Poor) out of 9 (Excellent). The purpose is to provide a structure with a condition rating of at least 7 (Good) out of 9 (Excellent).

The proposed project will replace the existing structure with a 6-foot span by 5-foot four sided precast reinforced concrete box (RCB). The new structure has a proposed length of 135 feet. Headwalls and wingwalls will be installed at the structure inlet and outlet and riprap will be placed at the inlet and outlet of the structure for scour protection. Minimal tree clearing is anticipated for this project. The project is anticipated to acquire less than 0.8 acre of permanent right-of-way (ROW) with some of that anticipated to be reacquisition of apparent existing ROW. No temporary ROW acquisition is anticipated. The proposed maintenance of traffic will be a closure detour utilizing U.S. 30, SR 109, and U.S. 33. The project is anticipated to begin construction in Fall 2026.

Land use in the vicinity of the project is primarily agricultural land with occasional woodlots and scattered rural residential homes. A field investigation will be conducted and a Waters of the U.S. Report will be developed and submitted to the INDOT Ecology, Permitting, and Stormwater Office. The project is anticipated to qualify for the Range-wide Programmatic Agreement for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*M. septentrionalis*) by completing the USFWS Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response to Keegan Berndsen within thirty (30) calendar days from the date of this letter. However, should you find an extension to the response time necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Keegan Berndsen, Burgess & Niple, Inc., by mail at 251 N. Illinois Street, Suite 920 Indianapolis Indiana 46204 or email at keegan.berndsen@burgessniple.com or Micah Glim, INDOT Project Manager, by phone at (260)-399-7329 or email at mglim@indot.in.gov.

Sincerely,



Keegan Berndsen
Burgess & Niple, Inc.

ATTACHMENTS:

- Location Map
- Topographic Map
- Aerial Map
- Photographs

Attachments removed to avoid duplication. Attachments can be found in Appendix B of this CE document.

cc: Federal Highway Administration, Fort Wayne District
Indiana Department of Natural Resources, Division of Fish & Wildlife
U.S. Department of Housing & Urban Development
INDOT, Fort Wayne District - Environmental Section Manager
INDOT, Fort Wayne District - Project Manager, Micah Glim
Natural Resources Conservation Service
U.S. Army Corps of Engineers, Detroit District
Whitley County Highway Department
Whitley County Commissioners Office
Whitley County EMA
Whitley County Surveyors Office
Whitley County Consolidated Schools Corporation
Whitley County SWCD
Whitley County Sheriff's Department
Thorncreek Township Fire Department
Whitley County Council, District 2
Whitley County, Thorncreek Township Trustee

Organization and Project Information

Organization Name: Burgess & Niple, Inc.

First Name: Keegan

Last Name: Berndsen

Phone: (317) 237-2752

Email: keegan.berndsen@burgessniple.com

Address Line 1: 251 N Illinois St

Address Line 2: Suite 920

City: Indianapolis

State: IN

Zip: 46204

Customer Id: 2200663

Destination Id: 2200663

Project Title: SR 9 Small Structure Project

Project Description: The proposed project will replace Culvert (CV) 009-092-157.02 with a 6'x5' four sided precast RCB. Headwalls/wing-walls will be installed, riprap will be placed at the inlet and outlet, full depth pavement replacement will occur 13' south and 12' north from the center of structure, additional 61' south and 65' north HMA overlay, 3.5' aggregate shoulder will be installed, and guardrail replacement.

Environmental Assessment Report

Geological Hazards:

1. 1% Annual Chance Flood Hazard
2. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

Disclaimer:

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

This information was furnished by Indiana Geological Survey

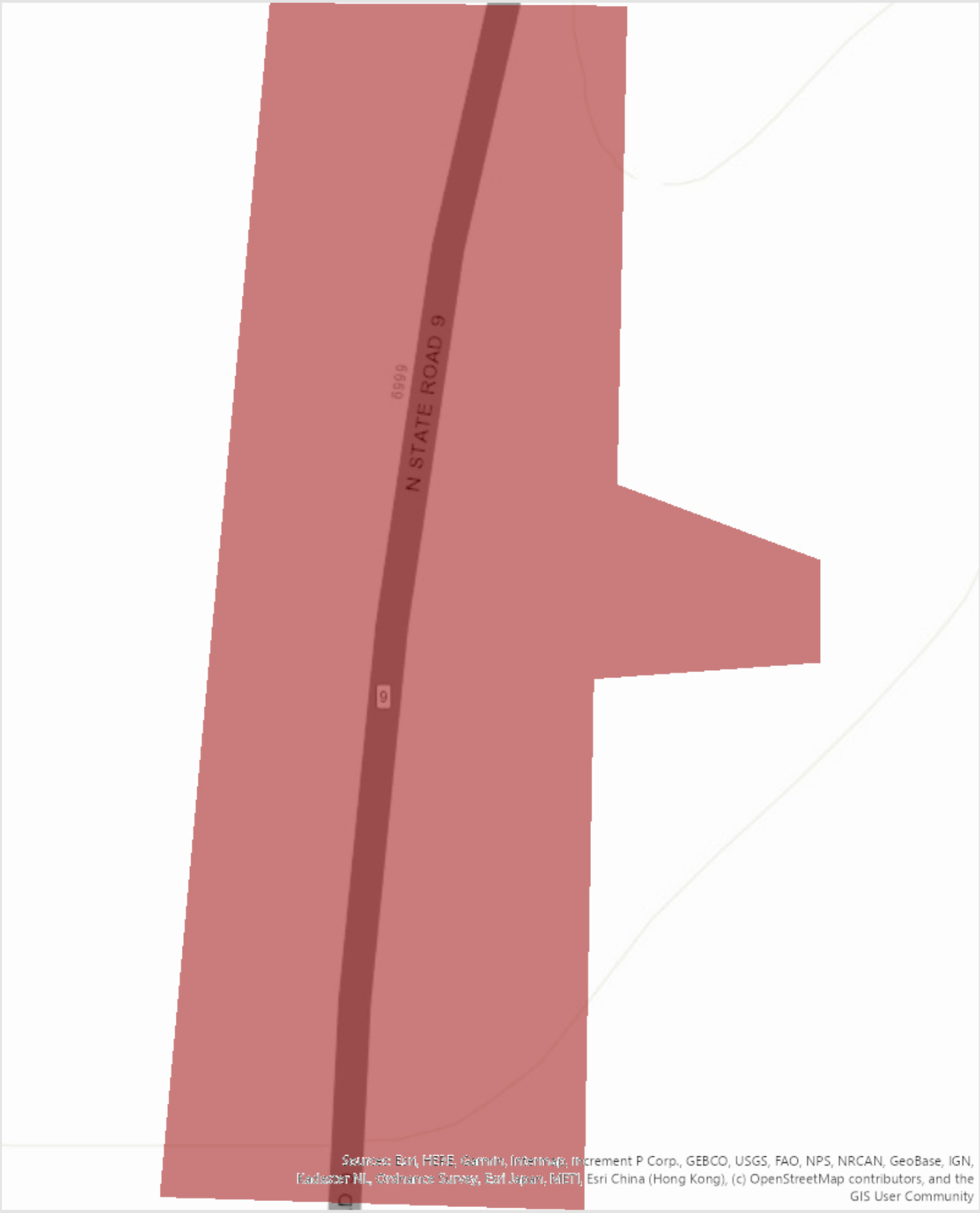
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

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THIS IS NOT A PERMIT

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

DNR#: ER-27105

Request Received: January 9, 2025

Requestor:
Keegan Berndsen
Burgess & Niple, Inc.
251 North Illinois Street, Suite 920
Indianapolis, IN 46204

Project:
SR 9 small structure (CV 009-092-157.02) replacement over UNT Tippecanoe River and riprap placement at the inlet and outlet, 2.19 miles south of US 33; Des #2200663

County/Site Info: Whitley 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 Division of Nature Preserves does not anticipate any significant impacts to the below-listed property, high quality natural communities, or flora. The following have been documented within .5 mile of the project area:

Properties
Crooked Lake Nature Preserve

Communities
Lake
Northern Lakes Dry-Mesic
Northern Lakes Mesic

Flora
Fries' Pondweed (*Potamogeton friesii*), State endangered
Illinois Hawthorne (*Crataegus iracunda*), State endangered
Flatleaf Pondweed (*Potamogeton robbinsii*), State threatened
Lesser Bladderwort (*Utricularia minor*), State threatened
Small Purple-fringe Orchid (*Platanthera psycodes*), State threatened
Shining Ladies'-tresses (*Spiranthes lucida*), State threatened
Straight-leaf Pondweed (*Potamogeton strictifolius*), State threatened

White-stem Pondweed (*Potamogeton praelongus*), State threatened

Fauna
Blanding's Turtle (*Emydoidea blandingii*), State endangered
Cisco (*Coregonus artedi*), State endangered
Common Mudpuppy (*Necturus maculosus*), State special concern

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
The Division of Fish and Wildlife does not anticipate any significant impacts to the above-listed fauna due to this project. Avoid using heavy equipment in the stream and implement best management practices for sediment and erosion control.

B) Stream Crossing Design
Terrestrial and semi-aquatic wildlife passage is probable at this site due to the presence of surrounding woodlots. Upgrading wildlife passage for replacement structures is recommended whenever possible to improve wildlife/vehicle safety. Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. If the proposed four-sided reinforced concrete box (RCB) culvert is used, or if other box or pipe culverts are used, the bottom of the culvert should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The replacement crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. White-tail deer passage should be considered in the design of the structure. Minimum structure dimensions for white-tailed deer passage are 20' of width clearance (overall size of the structure span) and 8' of height clearance measured from the ordinary high-water mark (OHWM) to the low chord elevation and where deer passage is provided. Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway, preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems
https://www.fs.usda.gov/wildlifecrossings/library/index.php
https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/
https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf

C) Streambank Stabilization

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

- Geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles)
- Vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up OHWM with the exception of areas directly under bridges, for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://irrigationtoolbox.com/NEH/Part650_EngineeringFieldHandbook/H_210_650_16.pdf.

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (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. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. 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.
10. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, 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.
11. Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:
Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Date: February 7, 2025

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

February 7, 2025

Keegan Berndsen
Burgess & Niple Inc
Capital Center
251 N. Illinois Street
Suite 920
Indianapolis, Indiana 46204
Keegan.Berndsen@burgessniple.com

Dear Keegan Berndsen:

The proposed SR 9 Small Structure Replacement Project located 2.19 miles south of U.S. 33, in Whitley County, (Des No 2200663) Indiana as referred to in your letter received on January 9, 2025, 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.

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN
Date: 2025.02.13 13:01:05 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosers

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 01/09/2025
Name of Project Des No 2200663 State Road 9 Small Stru	Federal Agency Involved INDOT
Proposed Land Use Road	County and State Whitley County, IN
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 01/09/2025 / Person Completing Form: WDT

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 251
Major Crop(s) Corn & Soybeans	Farmable Land In Govt. Jurisdiction Acres: 198,654 % 92	Amount of Farmland As Defined in FPPA Acres: 160,38 % 74	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System LESA	Date Land Evaluation Returned by NRCS 2/14/2025	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.8			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.8			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.8			
B. Total Acres Statewide Important or Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0004			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	64			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	74			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	14			
2. Perimeter In Non-urban Use	(10)	7			
3. Percent Of Site Being Farmed	(20)	1			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	2			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	3			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	37	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	74	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	37	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	111	0	0	0

Site Selected: Site A	Date Of Selection 02/13/2025	Was A Local Site Assessment Used? YES ☐ NO ☒

Reason For Selection:

Site A was selected for the right-of-way acquisition needed to complete the small structure replacement along SR 9. The proposed project will replace the existing structure with a 6-foot span by 5-foot rise four sided precast reinforced concrete box (RCB) with a length of 135 feet. Headwalls and wingwalls will be installed at the structure inlet and outlet and riprap will be placed at the inlet and outlet of the structure for scour protection.

Name of Federal agency representative completing this form: Keegan Berndsen	Date: 02/18/2025

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

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: 04/30/2026 17:33:19 UTC
Project Code: 2025-0040088
Project Name: DES 2200663 SR 9 Small Structure Replacement

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

To Whom It May Concern:

The purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

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

We appreciate your concern for threatened and endangered species. Federal agencies should include conservation of threatened and endangered species into their project planning to further

the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Other Trust Resources and Activities?

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

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

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

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

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

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- 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: 2025-0040088
Project Name: DES 2200663 SR 9 Small Structure Replacement
Project Type: Culvert Repair/Replacement/Maintenance
Project Description: The project, Des. 2200663, is located on State Road (SR) 9 over an unnamed tributary (UNT) to Tippecanoe River, approximately 7 miles north of US 30 in Whitley County, Indiana. This section of SR 9 is a two-lane, Minor Arterial, with a posted speed limit of 55 miles per hour (mph). The existing culvert (CV 009-092-157.02) is a 48’ corrugated metal pipe (CMP) with a barrel length of 130’. The structure conveys UNT to Tippecanoe River under SR 9. The existing structure was built in 1963, with an inspection done on November 11th, 2022. The draft need is due to the deterioration of the structure, which has a general condition rating of 4 (poor) out of 9 (excellent). The draft purpose is to provide a structure with a condition rating of at least 7 (good condition) out of 9 (excellent). The approximate existing right-of-way (ROW) varies 20’-70’ from the centerline of SR 9 to the west and is 60’ from the centerline of SR 9 to the east.

The proposed project will replace the existing structure with a 6’ span by 5’ rise reinforced concrete box (RCB) with a barrel length of 135’. Riprap will be placed at the inlet and outlet of the structure for scour protection. Less than 1 acre of permanent ROW will be needed. No temporary ROW will be needed. The proposed maintenance of traffic (MOT) is anticipated to require an official state detour utilizing US 30, SR 109, and US 33.

A review of the USFWS database conducted by INDOT – Fort Wayne District on April 12th, 2024, did not indicate the presence of endangered bat species in or within 0.25 mile of the project area and no hibernacula were indicated within 0.5 mile of the project area. The April 9th, 2024, bat assessment found no bats or evidence of bats using the culvert (CV 009-092-157.02). Some suitable bat habitat is within and adjacent to the project area. Approximately 0.25 acre of tree clearing will be required for this project and will occur between 0-100’ from the roadway. All trees will be removed during the inactive bat season.

The project is estimated to begin construction in Fall 2026. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.2632107,-85.46280569352922,14z



Counties: Whitley County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

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

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

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

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

MAMMALS

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

BIRDS

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

CLAMS

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

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

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* 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. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

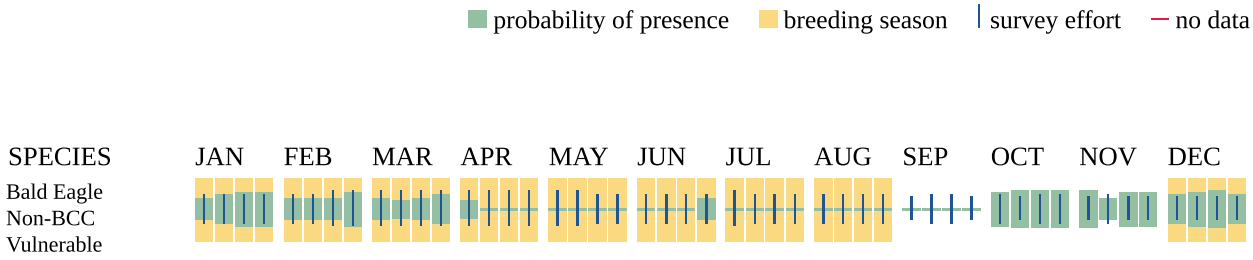
Probability of Presence (▪)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds

- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* 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. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

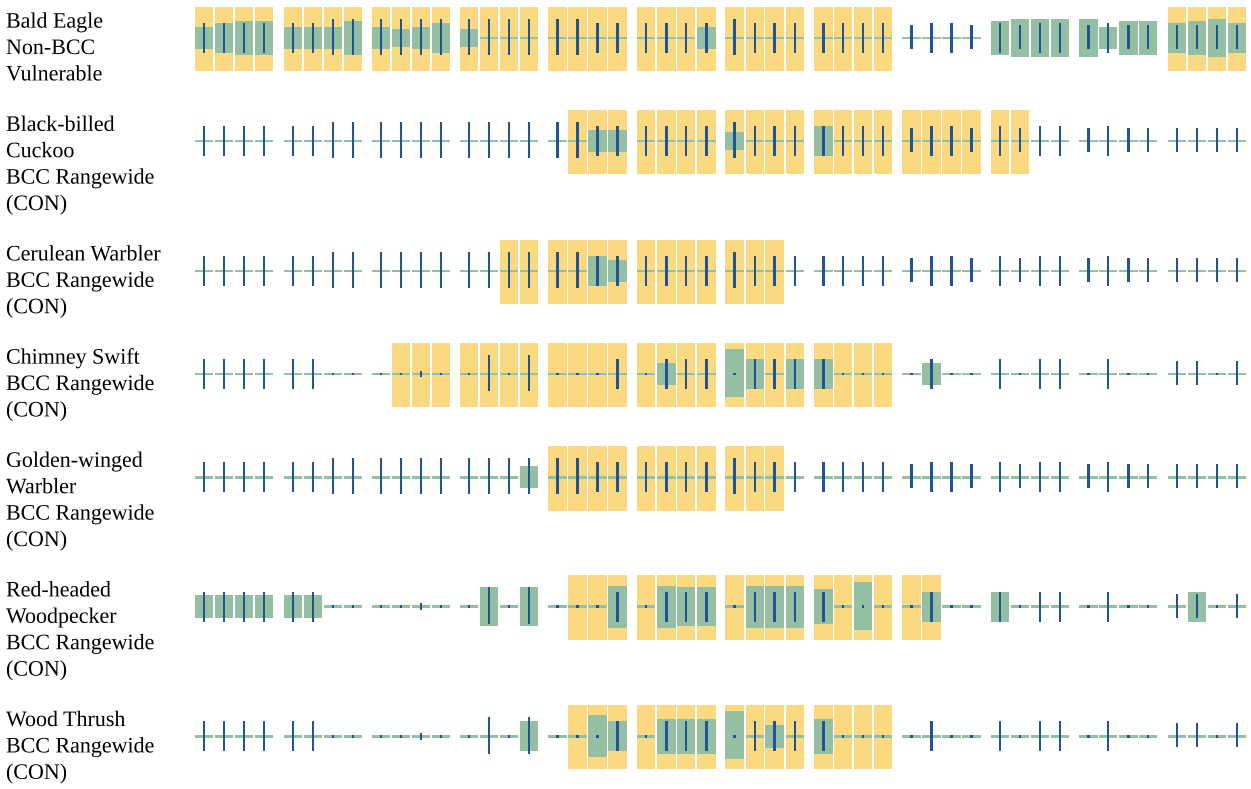
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data

SPECIES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Caroline Tegeler
Address: 251 N Illinois Street
Address Line 2: Suite 920
City: Indianapolis
State: IN
Zip: 45403
Email caroline.tegeler@burgessniple.com
Phone: 7652124983

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA)

Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana Bat, Northern Long-Eared Bat, and Tricolored Bat

Appendix B: Project Submittal Form

Updated December 2024

The use of the Assisted Determination Key in the U.S. Fish and Wildlife Service (Service) Information for Planning and Conservation (IPaC) System is strongly recommended for submitting project-level information to the Service for use of the range-wide programmatic consultation covering actions that may affect the Indiana bat, northern long-eared bat (NLEB), or tricolored bat (TCB). However, if not using the assisted determination key, transportation agencies must provide this submittal form (or a comparable Service approved form) with project-level information to the Service. The completed form should be submitted to the appropriate Service Field Office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide (Section 3).

By submitting this form, the transportation agency ensures that each component of the proposed project(s) adheres to the criteria and conditions of the 2024 range-wide programmatic biological opinion (PBO). Upon submittal of this form, the appropriate Service Field Office may review the project-specific information provided and request additional information. For projects that may affect but are not likely to adversely affect (NLAA) the Indiana bat, NLEB, or TCB, if the applying transportation agency is not contacted by the Service with any questions or concerns within 14 calendar days of form submittal, it may proceed under the range-wide programmatic consultation and assume concurrence of the NLAA determination made by the Service in the PBO. For projects that may affect and are likely to adversely affect (LAA) the Indiana bat, NLEB, or TCB, the appropriate Service Field Office will respond[1] within 30 calendar days of receiving a complete project-level submission, which includes, but may not be limited to this completed form.

1. Date: 2/18/25

2. Lead agency: FHWA
   *This refers to the **Federal** governmental lead action agency initiating consultation; select **FHWA, FRA, FTA, or FHWA/FRA Program Assignment State or Categorical Exclusion Assignment State** as appropriate.*

[1] Service Field Offices should use the LAA verification letter template for projects that may affect, and are likely to adversely affect the Indiana bat, NLEB, or TCB.

3. Requesting agency: Indiana Department of Transportation

   This refers to the transportation agency completing the form (it may or may not be the same as the Lead Agency).

   - Name: Keegan Berndsen
   - Title: Environmental Scientist
   - Phone: 317-237-2752
   - Email: keegan.berndsen@burgessniple.com

4. Project code:[2] 2025-0040088

5. Project name(s): DES 2200663 SR 9 Small Structure Replacement

6. Project description:

   Please attach additional documentation or explanatory text if necessary.

   The project is located on SR 9 over an unnamed tributary (UNT) to Tippecanoe River, approximately 7 miles north of US 30 in Whitley County, Indiana. The existing culvert (CV 009-092-157.02) is a 48' corrugated metal pipe (CMP) with a barrel length of 130'. The structure conveys UNT to Tippecanoe River under SR 9. The proposed project will replace the existing structure with a 6' span by 5' rise reinforced concrete box (RCB) with a barrel length of 135'. Riprap will be placed at the inlet and outlet of the structure for scour protection. Less than 1 acre of permanent ROW will be needed. No temporary ROW will be needed. The proposed maintenance of traffic (MOT) is anticipated to require an official state detour utilizing US 30, SR 109, and US 33.

   A review of the USFWS database conducted by INDOT – Fort Wayne District on April 12th, 2024, did not indicate the presence of endangered bat species in or within 0.25 mile of the project area and no hibernacula were indicated within 0.5 mile of the project area. The April 9th, 2024, bat assessment found no bats or evidence of bats using the culvert (CV 009-092-157.02). Some suitable bat habitat is within and adjacent to the project area. Approximately 0.25 acre of tree clearing at the structure inlet and outlet will be required for this project and will occur between 0-100' from the roadway. All trees will be removed during the inactive bat season. No mitigation is anticipated for this project. The project is estimated to begin construction in Fall 2026. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.

7. Project location (county, state): Whitley County, Indiana

   If not delineated in IPaC, attach shape files.

8. For species **other than** Indiana bat, NLEB, and TCB (from IPaC official species list):

   ☒ No effect – project(s) are inside the species range, but no suitable habitat (see additional information attached).

   ☐ May affect – see additional information provided for those species (see attached or forthcoming).

[2] Available through IPaC System Official Species List: https://ipac.ecosphere.fws.gov/

Please confirm and identify how each component of the proposed project(s) adheres to the criteria of the PBO by completing the following (see User Guide Section 2.0):

NO EFFECT

9. For Indiana bat/NLEB/TCB, if applicable, select your no effect determination:

- ☐ No effect – project(s) are outside the species' range.
- ☐ No effect – project(s) are inside the species range with no suitable habitat[3] within the project action area[4]; project(s) must also be greater than 0.5 miles from any hibernaculum.
- ☐ No effect – project(s) do not cause any stressors[5] to the covered bat species, such as those that do not involve ground disturbance, vibrations, noise above background levels (including general traffic), temporary or new/additional permanent lighting, tree removal/trimming, nor bridge, culvert, and structure activities.
- ☐ No effect – project(s) includes percussive activities in suitable habitat (not related to tree removal and/or bridge, culvert, or structure work) that involve noise/vibration above existing background levels and are conducted greater than 0.5 miles (0.8 km) of a hibernaculum during the inactive season.
- ☐ No effect – project(s) includes the removal, replacement, or alteration of bridge, culvert, or structure that does not meet the minimum culvert dimensions (see the Service's current survey guidance).

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

MAY AFFECT, NOT LIKELY TO ADVERSELY EFFECT – W/O AMMS

10. For Indiana bat/NLEB/TCB, if applicable, select your may affect, NLAA determination (without implementation of AMMs):

- ☐ NLAA – project(s) are inside the species range and within suitable bat habitat, but have **negative** bat presence/absence (P/A) surveys; must also

[3] Refer to the Service's Range-wide Bat Survey Guidelines at https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.
[4] 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." Further clarification is provided by the national consultation FAQs at: https://www.fws.gov/glossary/action-area.
[5] Examples of activities that **do not cause stressors** may include striping roadways, unlighted road signage, railroad crossing signals, signal lighting, minor road repair such as asphalt fill of potholes, among others.

be greater than 0.5 miles from any hibernaculum.

☐ NLAA – project(s) include percussive activities within suitable habitat (not related to tree removal and/or bridge, culvert, structure work) that cause noise/vibration above existing background levels; and are conducted greater than 0.5 miles (0.8 km) of a hibernaculum; no further than 100 ft (30.5 m) of the road/rail surface during the pup season; and not carried out between December 15 and February 15 in Zone 1 of the NLEB and TCB YR active ranges.

☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with no signs of bat use [e.g., bats, guano], and does not impact suitable habitat within the project action area.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

MAY EFFECT, NOT LIKELY TO ADVERSELY AFFECT – WITH AMMs

11. For Indiana bat/NLEB/TCB, if applicable, document your may affect, NLAA determination **(with implementation of AMMs)** by completing the following section; use #13 to document AMMs):

a. Tree Removal/Trimming Activities

☒ NLAA – project(s) includes the removal/trimming of trees outside documented habitat[6] within 100 ft (30.5m) from the road/rail surface during the inactive season; and all applicable lighting minimization measures will be implemented.

b. Bridge/Culvert/Structure Activities

Projects Proposed work:

The proposed project will replace the existing structure with a 6' span by 5' rise reinforced concrete box (RCB) with a barrel length of 135'. Riprap will be placed at the inlet and outlet of the structure for scour protection.

Timing of work: Fall 2026

☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a large number of bats (>5) observed or assuming bat use when conducted during the inactive season, so long as no hibernating bats are using the bridge, culvert, or structure.

[6] See glossary in Appendix A for definition of documented habitat.

☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a large number of bats (>5) observed or assuming bat use when conducted during the active season, so long as the covered bats species are **not likely to be disturbed/killed** and suitable roosting habitat is still available within the bridge, culvert, or structure.

☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats (≤5) observed when conducted during the inactive season, so long as no hibernating bats are using the bridge, culvert, or structure.

☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats (≤5) observed when conducted during the active season, so long as the covered bats species are **not likely to be disturbed/killed**.

c. Lighting

☒ Verify that all applicable lighting minimization measures will be implemented.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

MAY AFFECT, LIKELY TO ADVERSELY AFFECT

12. For Indiana bat/NLEB/TCB, if applicable, document your may affect, LAA determination **(with implementation of AMMs)** by completing the following section (use #13 to document AMMs):

a. Tree Removal/Trimming Activities

Tree Removal/Trimming Activities in the Hibernating Range of the Indiana bat, NLEB, and TCB.

☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB within 100 ft (30.5m) from the road/rail surface during the pup season; all cleared/trimmed trees must be <9 in DBH.

☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB during the active season; excluding the pup season.

☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB beyond 100 ft (30.5m) from the road/rail surface during the inactive season.

☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the Indiana bat or NLEB or TCB during the inactive season.

☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the Indiana bat or NLEB or TCB during the active season; excluding the pup season.

Tree Removal/Trimming Activities in the **YR Active Ranges** of the NLEB and TCB.

- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the NLEB or TCB within 100 ft (30.5m) from the road/rail surface during the pup season; all cleared/trimmed trees must be <9 in DBH.
- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the NLEB or TCB anytime, excluding the pup season and Dec 15 – Feb 15*.
- ☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the NLEB or TCB anytime, excluding the pup season and Dec 15 – Feb 15*.

*For the YR active ranges of the NLEB and TCB, winter tree clearing restrictions from Dec. 15 – Feb. 15 do not apply in areas where the mean minimum temperature is above 40º F throughout the winter months (depicted as Zone 2 in Figure 9 of the PBO):

- ☐ Number of acres of trees 0-100 feet of existing road/rail surface proposed for removal/trimming: Click or tap here to enter text.
- ☐ Number of acres of trees 100-300 feet from edge of existing road/rail surface proposed for removal/trimming. Click or tap here to enter text.
- ☐ Number of acres of trees beyond 300 feet from edge of existing road/rail surface proposed for removal/trimming. Click or tap here to enter text.
- ☐ Verify that all tree removal/trimming occurs greater than 0.5 mile from any hibernaculum
- ☐ Verify trees removed/trimmed outside documented habitat for the Indiana bat or NLEB or TCB within 100 feet of the road/rail surface during the pup season are <9 in DBH,
- ☐ Verify no tree removal/trimming outside documented habitat for the Indiana bat, NLEB, or TCB beyond 100 feet of the road/rail surface during the pup season,
- ☐ Verify no tree removal/trimming of documented habitat for the Indiana bat, NLEB, or TCB during the pup season,
- ☐ Verify no tree removal/trimming of suitable habitat for the NLEB and/or TCB in Zone 1 of their YR active ranges between December 15 – February 15.

b. Bridge/Culvert/Structure Activities
Projects Proposed work:

Timing of work:

Date of Bridge/Culvert/Structure Assessment (if completed):

☐ Verify a small number of bats were observed (≤5).

☐ LAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats (≤5) observed when conducted during the active season and the covered bats species are **likely to be disturbed/killed**.

c. Lighting

☐ Verify that all applicable lighting minimization measures will be implemented.

13. For Indiana bat/NLEB/TCB, if applicable to the action type, the following AMMs[7] will be implemented:

☒ General AMM 1 (required for all projects)

☒ Tree Removal AMM 1 (required for all projects)

☒ Tree Removal AMM 2 (required for all projects)

☒ Tree Removal AMM 3 (required for NLAA)

☐ Tree Removal AMM 4 (required for LAA)

☐ Tree Removal AMM 5 (required for LAA)

☐ Tree Removal AMM 6 (required for LAA)

☐ Tree Removal AMM 7 (required for LAA)

☐ Bridge/Culvert/Structure AMM 1a (required for NLAA)

☐ Bridge/Culvert/Structure AMM 1b (required for NLAA)

☐ Bridge/Culvert/Structure AMM 2 (required for NLAA)

☐ Bridge/Culvert/Structure AMM 3a (required for NLAA)

☐ Bridge/Culvert/Structure AMM 3b (required for NLAA)

☐ Bridge/Culvert/Structure AMM 4 (required for NLAA)

☐ Bridge/Culvert/Structure AMM 5 (required for all projects)

☐ Bridge/Culvert/Structure AMM 6 (required for NLAA)

☒ Lighting AMM 1 (required for all projects during the active season)

☐ Lighting AMM 2 (required for all projects)

[7] See AMMs (Appendix C) for more information on AMMs.

☐ Hibernacula AMM 1 (required for all projects)

14. If applicable, compensatory mitigation measures will also be required to offset adverse effects to the Indiana bat and/or NLEB. Select what type of program will be used to mitigate for the Indiana bat and/or NLEB:

☐ In-Lieu Fee Program, The Conservation Fund

☐ State, Regional, Recovery Unit-Specific In-Lieu Fee Program:

Program Name:

☐ Conservation Bank:

Bank Name:

Location:

☐ Local Conservation Site:

Site(s) Name:

Location:

Description:

Keegan Berndsen

From: Mettler, Madeline <MMettler1@indot.IN.gov>
Sent: Monday, February 24, 2025 9:05 AM
To: Keegan Berndsen
Cc: Poiry, Jessica; Hembree, Jenna; Ruth Hook; Caroline Tegeler
Subject: FW: [EXTERNAL] FW: IPaC Verification Request - SR 9 Small Structure Replacement (Des No 2200663) - May Affect, Not Likely to Adversely Affect

Good Morning Keegan,

I wanted to let you know that Robin from USFWS sent the following response for the Appendix B form submittal. Therefore you are clear to submit the NEPA document.

Thank you,

Madeline (Madie) Mettler (she/her)
Environmental Specialist
5333 Hatfield Road
Fort Wayne, IN 46808
Phone: (260) 969-8231
Email: mmettler1@indot.in.gov

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Monday, February 24, 2025 8:47 AM
To: Mettler, Madeline <MMettler1@indot.IN.gov>
Cc: Poiry, Jessica <JPoiry@indot.IN.gov>; Hembree, Jenna <JeHembree@indot.IN.gov>
Subject: Re: [EXTERNAL] FW: IPaC Verification Request - SR 9 Small Structure Replacement (Des No 2200663) - May Affect, Not Likely to Adversely Affect

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

Dear All,

The Service has reviewed the project submittal form for the Indiana bat, northern long-eared bat, and/or tricolored bat and found the project may proceed under the range-wide programmatic consultation and assume concurrence of the NLAA determination made by the Service in the PBO.

Sincerely,
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
04/09/2024	2200663	SR 9	Whitley
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
CV 009-092-157.02	41.263390, -85.462770	4'	130'

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

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

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

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

Notes:

Crossings Traversed (check all that apply)

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

Surrounding Habitat (check all that apply)

☒ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence of bats observed.	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Nakayla Krahn

Signature: Nakayla Krahn

Appendix D

Section 106 of the NHPA

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the "National Register") and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below ***(BOTH Conditions A and B must be met)*****.** This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):

   A. The project takes place in previously disturbed soils; *AND*
   B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
      i. The latest Historic Bridge Inventory identified the bridge as non-historic (see http://www.in.gov/indot/2531.htm);
      ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
      iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

2. All work within interchanges and within medians of divided highways in previously disturbed soils.

3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.

4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.

5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.

8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.

9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.

11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.

12. Removal and disposal of hazardous waste.

13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see http://www.in.gov/indot/2531.htm), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.

14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

SECTION 1

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

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

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

Original Submission Date: 1/21/25 **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):

Alyssa Reynolds
Cultural Resource Analysts, Inc.
201 NW 4th Street, Suite 204
Evansville, IN 47708
812.549.4503
adreynolds@crai-ky.com

Project Designation Number: 2200663

Route Number: State Road (SR) 9

Feature crossed (if applicable): Unnamed Tributary (UNT) to the Tippecanoe River

City/Township: Thorn Creek Township **County:** Whitley

Project Description: The SR 9 Small Structure Replacement (SSR) Project is located along SR 9 from 2.19 miles south of US 33 in Thorn Creek Township, Whitley County, Indiana. The need for this project is based on the deteriorated condition of the 1966 corrugated metal pipe (CMP) culvert (CV 009-092-157.02) including steeling thinning and perforations as described in the latest inspection report from December 16, 2021. The purpose of this project is to provide a structurally sufficient and hydraulically adequate culvert to perpetuate vehicular crossing at this location.

The existing 130’ x 4’ CMP will be replaced with a 135’ x 6’ x 5’ reinforced concrete box (RCB) culvert with a square headwall. Full depth and resurfacing pavement work will be needed along with guardrail replacement. Riprap will be placed at each end of the new culvert.

Approximately 0.73 acre of permanent right-of-way (ROW) acquisition is anticipated for the project.

The recommended maintenance of traffic (MOT) plan will result in the full closure of SR 9 that will detour traffic to SR 109 from US 30 to US 33 in Wolf Lake.

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: The existing structure is a 130’ x 4’ CMP culvert (CV 009-092-157.02) that carries SR 9 over an Unnamed Tributary to the Tippecanoe River.

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: Approximately 0.73 acre of permanent ROW acquisition is anticipated for the project. Work occurring within the ROW will consist of the culvert replacement.

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

☐ **Yes** ☒ **No**

Archaeology (check one):

☐ **All proposed activities are presumed to occur in previously disturbed soils.***
**INDOT-CRO will notify you if project area incudes undisturbed soils and requires an archaeological reconnaissance.*

☒ **Project takes place in undisturbed soils and the archaeology report is included with the submission. ***
** If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO Archaeology Team Lead. See CRM Pt. 1 Ch. 3 for current contact information.*

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

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures 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)

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

i. Work occurs in previously disturbed soils; *OR*

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological

site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on IN SCOPE.

Condition B (Above-Ground Resources)

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

i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions *(Condition a, Condition b, or Condition c must be satisfied)*:
   a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
   b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
   c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met *(BOTH Condition 1 AND Condition 2 must be met):*
      1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
      2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions *(BOTH Condition a and Condition b must be satisfied)*:
   a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
   b. The subject structure exhibits one of the characteristics described below *(Condition 1, Condition 2 or Condition 3 must be satisfied)*.
      1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
      2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
      3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

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

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

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photograph ☒ Soil survey data ☒

General project area photos ☒ Archaeology Reports ☒ Historic Property Reports ☐

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

Bridge inspection information/iTAMS ☒ Historic Bridge Inventory Database ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒ County GIS Data/Property Cards ☒

Other (please specify):

O'Brien, Caleb

2025 A Phase Ia Archaeological Survey for a Proposed Small Structure Replacement Carrying SR 9 over an Unnamed Tributary of the Tippecanoe River, 7.00 miles North US 30 in Thorncreek Township, Whitley County, Indiana (INDOT Des. No. 2200663). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. Yes ☐ No ☒

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

Additional Comments:

Above-ground Resources

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

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for Whitley County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Whitley County Interim Report* (2002; Thorncreek Township) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up to date IHSSI information. No IHSSI documented properties are located immediately adjacent to the project area.

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

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Whitley County GIS website. The project area is located in a rural setting and surrounded by agricultural fields. The immediately adjacent building stock consists primarily of early to mid-twentieth century residential and farm properties. A c. 1930 farm is located immediately south of the project area and consists of a T-plan farmhouse with a barn and several outbuildings. The farmhouse appears altered with vinyl siding and replacement windows. The collection of buildings does not appear to illustrate any significant depiction of farming practices of the time. None of the adjacent structures appear to possess the significance and/or integrity necessary to be considered National Register-eligible.

INDOT's Indiana Total Assets Management System (iTAMS) was referenced to review CV 009-092-157.02. The subject structure carries CR 9 over an UNT to Tippecanoe River and is a 130-foot-long corrugated metal pipe (CMP) culvert with a 4-foot opening. The date of construction is 1966. The structure was examined via iTAMS images and the consultant provided photographs. Examination of these show the subject structure does not exhibit non-modern wood, stone, or brick structures or parts therein. In addition, the structure lacks a context that would suggest that it might have engineering or historical significance.

Based on the available information, as summarized above, no above-ground concerns exist.

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 archaeological reconnaissance submitted by Cultural Resources on behalf of Burgess and Niple, Inc. (O'Brien 2025).

A 2.5-acre survey area was examined through a combination of systematic shovel probing (n=22) and visual inspection of disturbed areas. The area encompassing SR 9 has been previously disturbed from the construction of the state road, existing culvert with associated drainage, embankments, riprap, residential infrastructure, landscaping, driveways, and buried utilities. Shovel test probes were placed on the east and west sides of SR 9 in fallow agricultural fields and in a manicured lawn in 15 m intervals. All shovel probes were negative. No archaeological sites were documented as a result of the survey and no further investigation is recommended (O'Brien 2025).

Therefore, there are no archaeological concerns as long as 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): Clint Kelly and KayLee Blum

INDOT Approval Date: 5/8/2025

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.*

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY
402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s)	Date *(month, day, year)*
Caleb O'Brien	May 6, 2025

Title of project
A Phase Ia Archaeological Survey for a Proposed Small Structure Replacement along SR 9 over an Unnamed Tributary of the Tippecanoe River, 7.00 miles North of US 30 in Thorncreek Township, Whitley County, Indiana (INDOT Des. No. 2200663)

This document is being used to report on the results of:
☐ Records check only ☒ Records check and Phase 1a archaeological reconnaissance
☐ An addendum to a previous archaeological report. *For an addendum, provide the following information.*

Name(s) of author(s) of previous report	
N/A	
Title of previous report	
N/A	
Date of previous report *(month, day, year)*	**DHPA number**
N/A	N/A

PROJECT OVERVIEW

Description of project
The SR 9 Small Structure Replacement (SSR) Project is located along SR 9 from 3.5 km (2.2 mi) south of US 33 in Thorn Creek Township, Whitley County, Indiana. The need for this project is based on the deteriorated condition of the 1966 corrugated metal pipe (CMP) culvert (CV 009-092-157.02), including steeling thinning and perforations as described in the latest inspection report from December 16, 2021. The purpose of this project is to provide a structurally sufficient and hydraulically adequate culvert to perpetuate vehicular crossing at this location. The existing 39.6 m (130.0 ft) by 1.2 m (4.0 ft) CMP will be replaced with a 41.1 m (135.0 ft) by 1.8 m (6.0 ft) by 1.5 m (5.0 ft) reinforced concrete box (RCB) culvert with a square headwall. Full depth and resurfacing pavement work will be needed along with guardrail replacement. Riprap will be placed at each end of the new culvert. Approximately 0.7 acres (0.3 ha) of permanent right-of-way (ROW) acquisition is anticipated for the project. The recommended maintenance of traffic (MOT) plan will result in the full closure of SR 9 that will detour traffic to SR 109 from US 30 to US 33 in Wolf Lake. The survey area for this proposed project covers 2.5 acres (1.0 ha) (Figures 1–3).

INDOT designation number(s)	Project number	DHPA number	DHPA plan number
2200663	CRA Project No. I240269 Contract Publication Series No. 24-297	N/A	N/A

Prepared for: *(Company / Institution / Agency)*
Burgess and Niple, Inc.

Name of contact
Jeff Drake

Address *(number and street, city, state, and ZIP code)*
Suite 920, 251 North Illinois Street, Indianapolis, Indiana

Telephone number	E-mail address
(317) 237-2752 ext. 4415	jeff.drake@burgessniple.com

Name of principal investigator
Lisa Kelley

Name of company / institution
Cultural Resource Analysts, Inc.

Address *(number and street, city, state, and ZIP code)*
201 NW 4th Street, Suite 204, Evansville, Indiana 47708

Telephone number	E-mail address
(812) 253-3010	ljkelley@crai-ky.com

Signature of principal investigator *(Required)*	Date *(month, day, year)*
Lisa Kelley	May 6, 2025

PROJECT LOCATION

County	USGS 7.5' series topographic quadrangle	Civil township
Whitley	Merriam	Thorncreek

Legal Location

RESULTS

Summary of relevant regional culture background

Based on data derived from the State Historic Architectural and Archaeological Research Database (SHAARD), at least 1789 archaeological sites have been registered in Whitley County. Previous research has demonstrated that archaeological sites in this region of Indiana may include components from the entire timeline of North American history. Precontact periods represented in the Indiana archaeological record include Paleoindian (10,000–7500 BC), Early Archaic (8000–6000 BC), Middle Archaic (6000–3500 BC), Late Archaic (4000–1500 BC), Terminal Late Archaic (1500–700 BC), Early Woodland (1000–200 BC), Middle Woodland (200 BC–AD 600), Late Woodland (AD 500–1200), and Mississippian (AD 1000–1650) (Jones and Johnson 2016).

The contact period in Indiana (AD 1400–1850) is considered a transitional period where European settlers began to arrive and have direct and indirect contact with the Native Americans (Jones and Johnson 2016). Well-known groups of Native Americans that were present in the state from the late 1600s to mid-nineteenth century include the Miamis, Weas, Piankashaws, Potawatomis, Kickapoos, Mascoutens, Delawares, and Shawnees (Jones and Johnson 2016:16). By 1840, most Native Americans had been driven out of Indiana following a series of battles and government brokering.

Before the early nineteenth century, before the removal of the Miamis, European settlers, missionaries, and explorers frequently traveled through the area due to the close proximity to Fort Miami (present-day Fort Wayne). During the late eighteenth century, the area including Whitley County was the site of several conflicts between Native Americans and European settlers as the county was the home of Chief Little Turtle who fought European settlers during the American Revolution and Northwest Indian Wars (Kaler and Maring 1907:63–85).

The first known permanent European settlements began in 1830 when the county was surveyed and land began being sold in Fort Wayne (Historic Landmark Foundation of Indiana [HLFI] 2002:XII–XIII; Kaler and Maring 1907:41–49). This decade also saw the first state roads through the area with a road running from Fort Wayne to Goshen (present-day US 33) being constructed in 1833 with more built soon after (HLFI 2002:XII). Whitley County was incorporated in 1838 after an act of the Indiana legislature separated the modern-day Whitley County from Huntington County (Kaler and Maring 1907:41–49). The first post office was established in Springfield (present-day South Whitley) in 1837 and was soon followed by another in Columbia City (Kaler and Maring 1907:137–138).

Columbia City has remained since its founding the county seat and main population center for the county. In 1856, the Pittsburgh, Fort Wayne, and Chicago Railway was completed through the city, causing a rapid growth in population. Since the completion of the railway, Columbia City and Whitley County have become increasingly industrial; however, the primary economy still relies on agriculture (Columbia City 2025; HLFI 2002:XIII).

A search of National Register of Historic Places (NRHP) and SHAARD records indicate that no sites, structures, or districts currently listed in the NRHP are located within the survey area (DHPA 2024; National Park Service [NPS] 2024). Additionally, a review of structures from the Indiana Historic Sites and Structures Inventory (IHSSI) did not identify any previously recorded structures within or near the survey area (DHPA 2024).

In addition to the file search, a review of available historic maps and aerial images was initiated to help identify potential properties (structures) or historic archaeological sites within the survey area (Nationwide Environmental Title Research [NETR] Online 2024). Maps from these references were reviewed:

1902 Map of Whitley County, Indiana and Business Directory (Kist)
1910 Map of Whitley County, Indiana showing Rural Delivery Service (United States Post Office Department [USPOD])
1927 Plat book of Whitley County, Indiana (W.W. Hixson & Company)
1936 Map of Whitley County, Cultural (Indiana Highway Survey Commission [IHSC])
1951 7.5-minute series Merriam, Indiana, topographic quadrangle (United States Geological Survey [USGS])
1966 7.5-minute series Merriam, Indiana, topographic quadrangle (USGS)

The historic map and aerial image search showed that the roadway within the survey area has been the same since 1902 (Kist 1902). The area has consistently been rural with few residential structures near the survey area. Several of the nearby extant residences correspond to mapped structures and historical images, but no structures have been mapped within or adjacent to the current survey area.

Records check *(Check all that apply)*

- ☐ The project area does not have the potential to contain archaeological resources. *Provide explanation / justification.*
- ☐ There are previously recorded archaeological resources within the project area, but those resources do not warrant additional archaeological investigation. *Provide explanation / justification.*
- ☒ The project area contains previously recorded archaeological resources that warrant additional investigation and/or the project area has the potential to contain archaeological resources. *Provide explanation / justification.*
  - ☒ Based upon the records check results, a reconnaissance has been conducted.
- ☐ A cemetery is located within or adjacent to the project area.

Explanation / justification

There appear to be undisturbed landforms in the survey area that have not been subjected to an archaeological investigation.

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

- ☐ No Phase 1a reconnaissance was conducted.
- ☒ Phase 1a reconnaissance located no archaeological resources.
- ☐ Previously recorded sites were in the project area.
  - ☐ Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. *List the site(s) below.*
- ☐ Phase 1a reconnaissance has identified landforms conducive to buried archaeological deposits. *Describe below.*

List sites.

N/A

Describe landforms.

N/A

Number of shovel probes excavated	Number of cores / auger probes
22	0

Describe disturbances. Attach photographs documenting disturbances.

Disturbances include a steep embankment on the west side of SR 9 and a drainage ditch on the east side (Figure 6). Furthermore, a field access ran parallel to SR 9 in a field in the northeast section of the survey area (Figure 7).

Actual area surveyed *(hectares)*	Actual area surveyed *(acres)*
1.0	2.5

Explain results of fieldwork.

No archaeological sites were found. Obvious disturbances such as the drainage ditch and the road embankment were visually inspected at intervals no greater than 30 m. Shovel tests were focused on flat areas to confirm/identify disturbance or to excavate to culturally sterile subsoil. In the northwest portion of the survey area, the soil profile consisted of a Zone I, a dark grayish-brown (10YR 4/2) loam with unnatural gravel throughout. At 20 cm below ground surface (bgs) an impenetrable layer of unnatural gravel was identified. The unnatural gravel throughout this profile suggests disturbance, likely related to the construction and maintenance of SR 9. In the northeast portion of the survey area, the profile consisted of a Zone I of dark grayish-brown (10YR 4/2) silt loam from the ground surface to 5 cm bgs. Zone II, a yellowish-brown (10YR 5/4) silt loam, extended to 9 cm bgs. Underneath that was Zone III, a brown (10YR 4/3) silty clay loam from 9 to 16 cm bgs. Zone IV, a pale brown (10YR 6/3) silty clay loam, extended beneath that to at least 40 cm bgs. This profile appears to be an eroded Shoals series profile (Soil Survey Staff 2021b). On the remaining western and eastern portions of the survey area, the soil profile consisted of Zone I, a dark grayish-brown (10YR 4/2) silt loam from the ground surface to 21 cm bgs. Below Zone I was Zone II, a brown (10YR 5/3) clay loam with common mottles of dark grayish brown (10YR 4/2). This soil profile matches the mapped Morley series (Soil Survey Staff 2021a). No archaeological materials were identified in this survey and none of the soil profiles encountered contained the possibility of deeply buried archaeological deposits.

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

None.

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

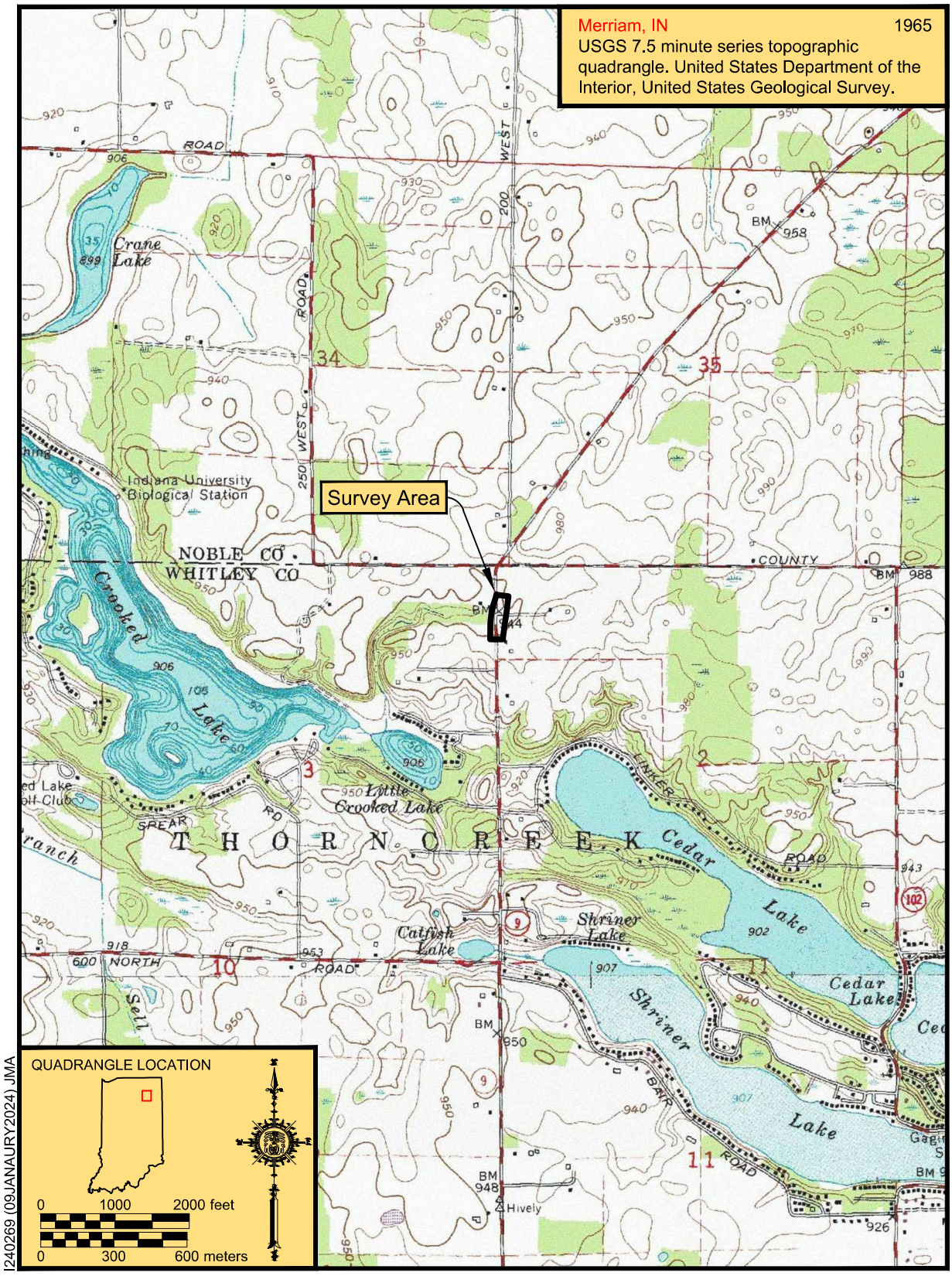


Figure 2. Portion of the USGS 7.5-minute series, Merriam, Indiana, topographic quadrangles showing the location of the survey area.



Figure 3. Survey area and methods displayed on modern aerial imagery.

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 10, 2024

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: Brooke Fox
Burgess & Niple, Inc.
251. N. Illinois Street, Suite 920
Indianapolis, IN 46204
Brooke.fox@burgessniple.com

Re: RED FLAG INVESTIGATION
DES 2200663, State Project
Small Structure Replacement
State Road (SR) 9, 7 Miles North of United States Highway (US) 30
Whitely County, Indiana

PROJECT DESCRIPTION

The proposed project is located on SR 9, approximately 7 miles north of US 30 near Merriam, Whitley County, Indiana. The proposed project will involve the replacement of the existing corrugated metal pipe (CMP). The existing CMP is 4' at the opening and 130' long. If the pipe is replaced using an open trench method, pavement replacement will also occur. The work will include riprap at the inlet and outlet of the structure.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____
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) CV 009-092-157.02

Proposed right of way: Temporary ☐ # Acres N/A Permanent ☒ # Acres <0.05 Not Applicable ☐
Type and proposed depth of excavation: The small structure replacement will require excavation to a maximum depth of 20' from the top of roadway.
Maintenance of traffic (MOT): The MOT will be an expected detour. The MOT will continue to develop as the project progresses.
Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐
State Project: ☒ LPA: ☐
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. The facility, Crooked Lake Nature Preserve, is located approximately 0.04 mile southwest of the project area. No impact is expected.

Trails: Two (2) trails segments are located within the 0.5 mile search radius. The nearest trail segment, Lakes corridor, is located approximately 0.31 mile southwest of the project area. No impact is expected.

Managed Lands: One (1) managed land is located within the 0.5 mile search radius. The Managed land, Crooked Lake Nature Preserve, is located 0.04 mile southwest of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**20**
Canal Structures – Historic	**N/A**	Lakes	**7**
NPS NRI Listed	**3**	Floodplain - DFIRM	**2**
NWI-Lines	**N/A**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**1**	Sinkhole Areas	**N/A**
Rivers and Streams	**3***	Sinking-Stream Basins	**NA**

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

Explanation:

NPS NRI Listed: Three (3) NPS NRI Listed segments are located within the 0.5 mile search radius. The nearest segment, Tippecanoe River, is located approximately 0.39 mile southwest of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes: One (1) 303d Listed Stream segment is located within the 0.5 mile search radius. The segment is located approximately 0.42 mile southwest of the project area. No impact is expected.

Rivers and Streams: Three (3) stream segments, two (2) mapped and one (1) unmapped, are located are located within the 0.5 miles search radius. The nearest stream segment, unnamed tributary to Crooked Lake, is located approximately 0.10 mile west of the project area; however, one (1) unmapped stream has been identified within the project area. Direct coordination with INDOT ESD and Ecology and Waterway Permitting will occur.

NWI - Wetlands: Twenty (20) NWI wetlands are located within the 0.5 miles search radius. The nearest wetland is located approximately 0.13 mile east of the project area. No impact is expected.

Lakes: Seven (7) lakes are located within the 0.5 miles search radius. The nearest lake is located approximately 0.13 mile east of the project area. No impact is expected.

Floodplains: Two (2) floodplain polygons are located within the 0.5 miles search radius. The nearest Floodplain polygon is located approximately 0.30 mile southwest of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation: No mining or mineral resources were identified within the 0.5 mile search radius

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

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

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

ECOLOGICAL INFORMATION SUMMARY

The Whitely County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are provided at www.in.gov/dnr/nature-preserves/files/np_whitley.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project is located in a rural area surrounded by farm fields, with some scattered woodlots. The July 3, 2024, inspection report for CV 009-092-157.02 states that no evidence of bats was seen or heard in the culvert. 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: One (1) unmapped stream has been identified within the project area. Direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Tracy Barnes Digitally signed by Tracy Barnes Date: 2024.07.10 14:51:22 -04'00' (Signature)

Prepared by:
Brooke Fox
Environmental Scientist
Burgess & Niple, Inc.

Graphics:

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

SITE LOCATION: YES

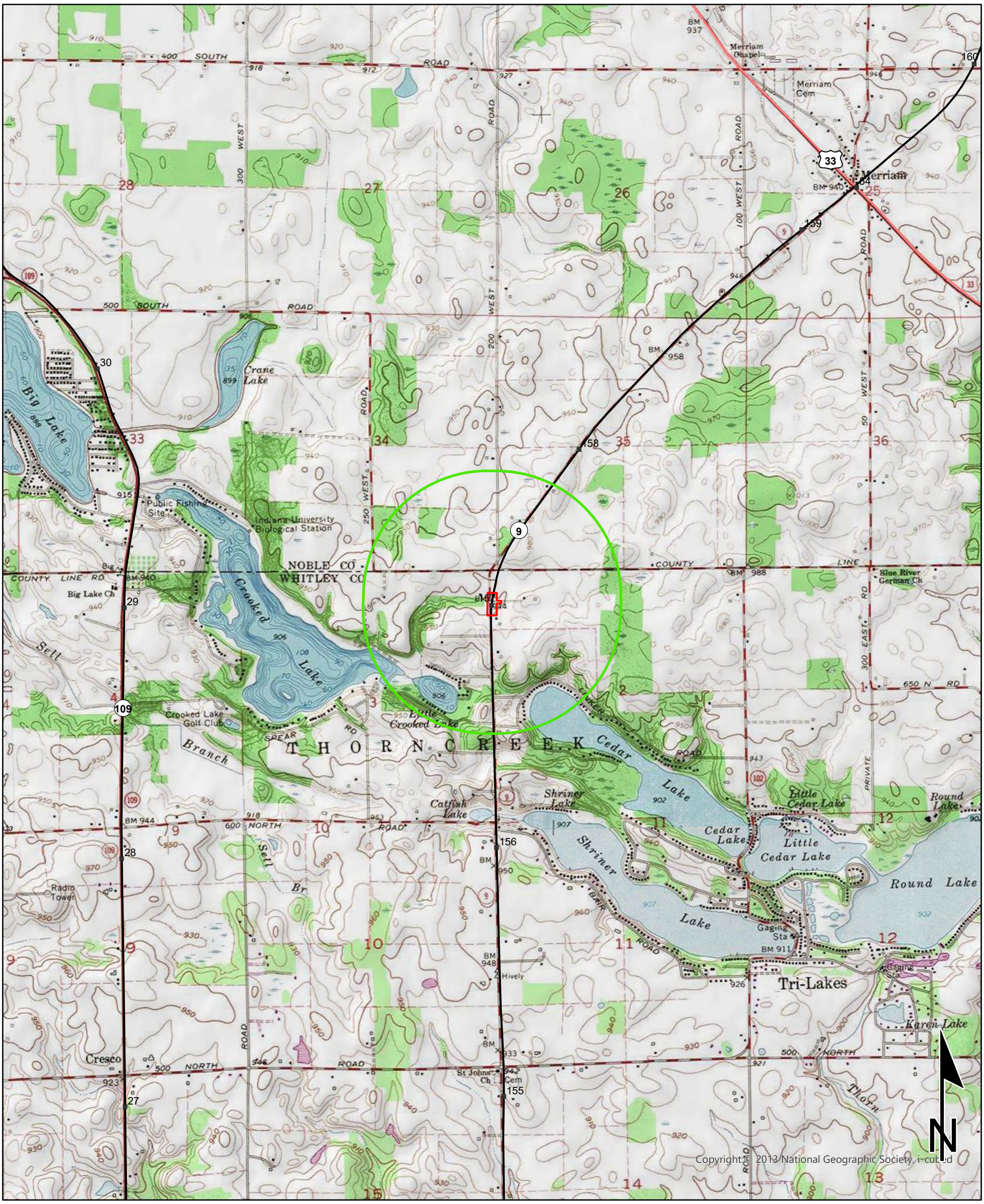
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
SR 9, 7 Miles North of US 30
Des. No. 2200663 , Small Structure Replacement
Whitely County, Indiana



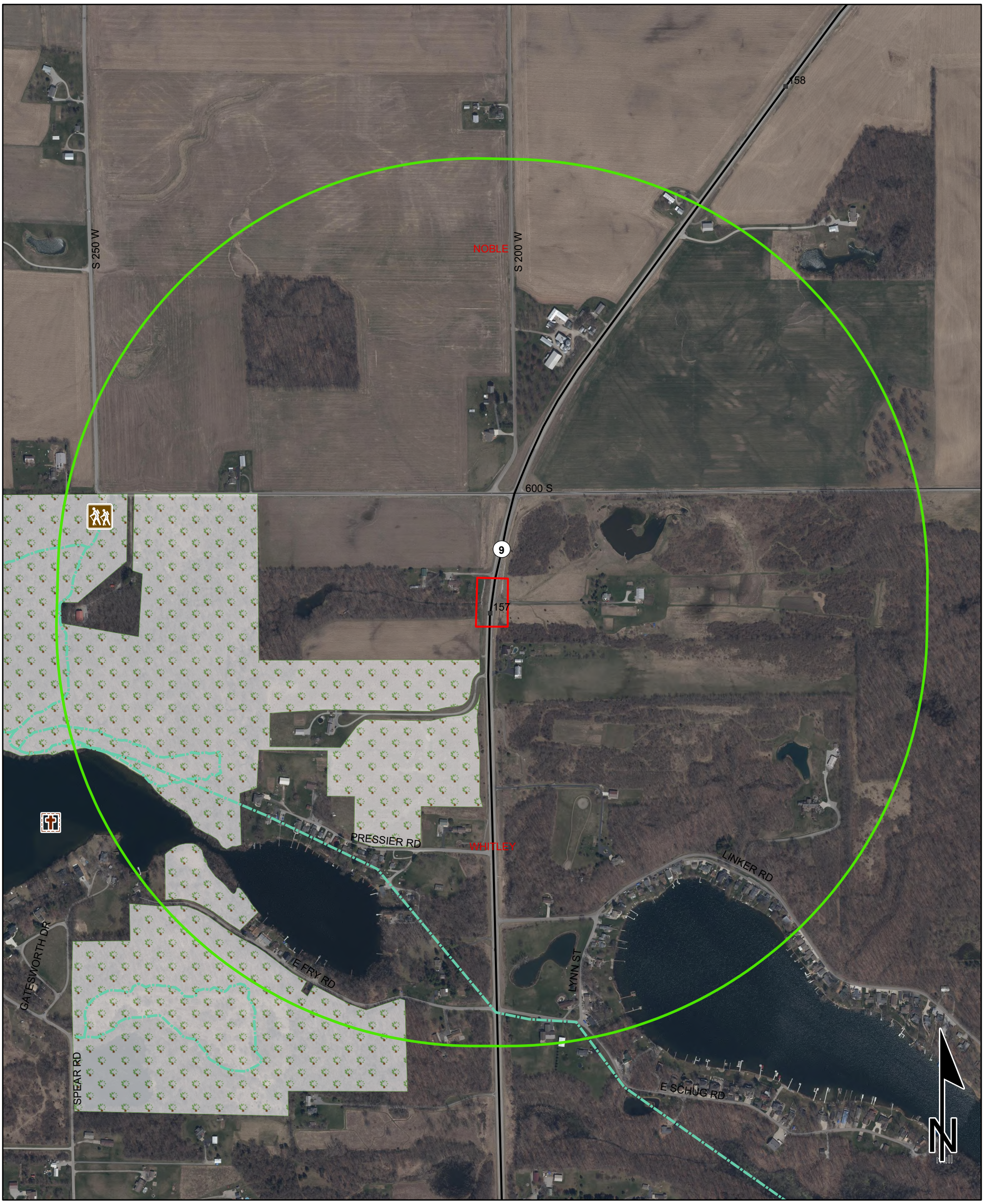
0.45 0.23 0 0.45 Miles

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

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

MERRIAM QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 9, 7 Miles North of US 30
Des. No. 2200663 , Small Structure Replacement
Whitely County, Indiana



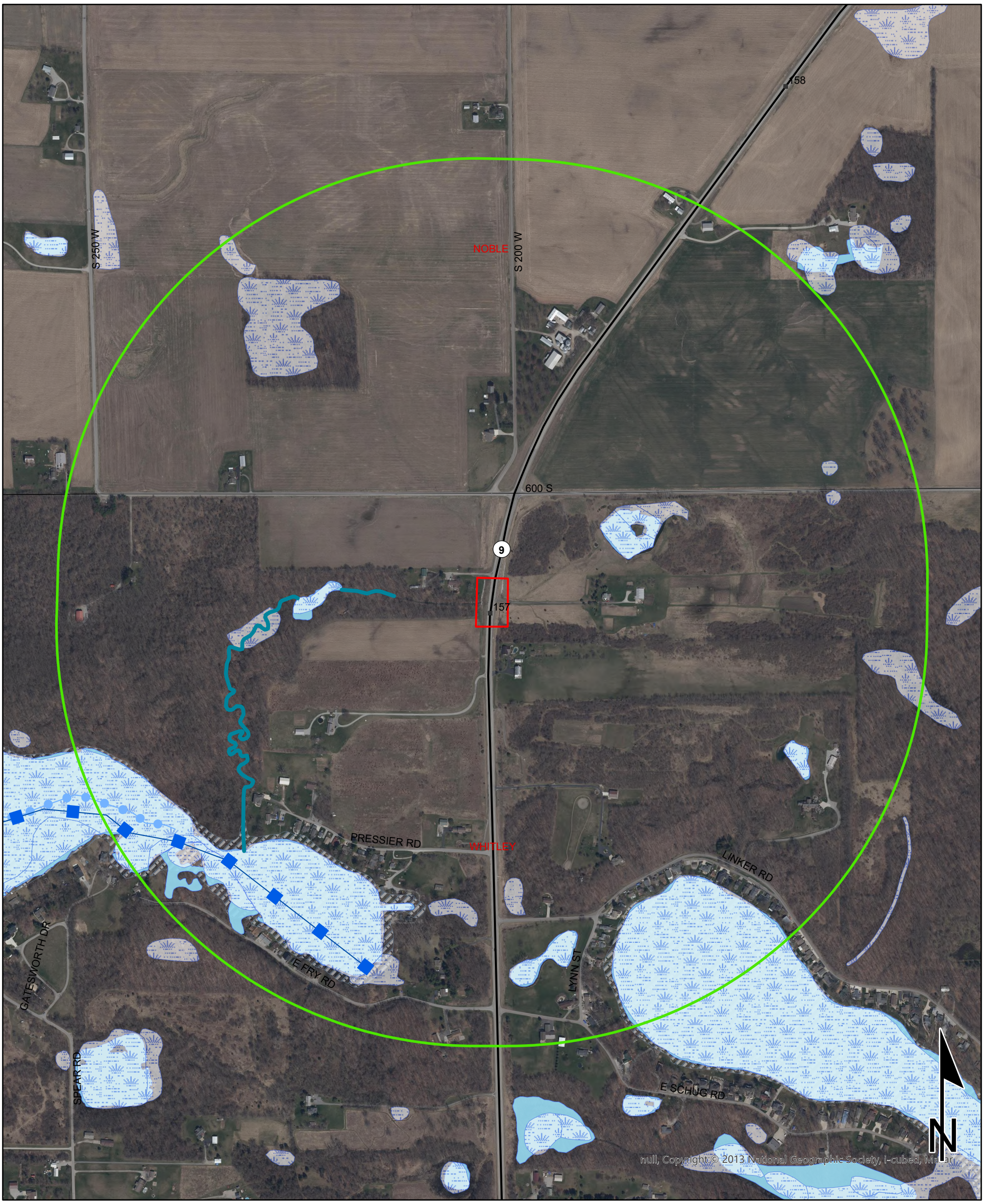
0.1 0.05 0 0.1 Miles

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

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

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

Red Flag Investigation - Water Resources
SR 9, 7 Miles North of US 30
Des. No. 2200663 , Small Structure Replacement
Whitely County, Indiana



0.1 0.05 0 0.1 Miles

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

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

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

Appendix F

Water Resources

Approved 8.23.2024

BURGESS & NIPLE
Engineers ■ Planners ■ Environmental Scientists

WATERS REPORT
INDIANA SR 9 OVER UNT TO TIPPECANOE RIVER
WHITLEY COUNTY, INDIANA
SMALL STRUCTURE PROJECT
DES. NO.: 2200663
ASSET ID #: CV 009-092-157.02

Prepared by:
Dan Logsdon, PWS
Dan.logsdon@burgessniple.com
317-237-2760 ext. 7583
Burgess & Niple Inc.

Completed Date: 8/7/2024

Date of Field Reconnaissance: 04/09/2024

Location:
Sections 2 and 3, Township 32 N, Range 9 E
Merriam, Indiana Quadrangle
Whitley County, Indiana
HUC 12: 051201060103 (Smalley Lake-Tippecanoe River)
41.263199, -85.462822

1.0 PROJECT DESCRIPTION

The proposed project is located on SR 9, 7 miles north of US 30, in Whitley County, Indiana. The current structure is a 4 foot diameter, 130 foot long bituminous coated corrugated metal pipe. Due to the deteriorated condition of the culvert, the proposed project includes replacing the existing structure and the installation of riprap for scour protection.

2.0 DESKTOP RECONNAISSANCE

The literature review for this report included review of U.S. Geological Survey (USGS) topographic maps, current aerial photography, National Hydrography Database (NHD), National Wetlands Inventory (NWI) maps, soils maps and soil survey information, Indiana Floodplain Information Portal (INFIP) mapping, and Indiana Department of Environmental Management (IDEM) water quality and use designation information, as applicable. Findings of the literature review are summarized below.

2.1 USGS Topography, Aerial Photography, and NHD Mapping

The project location is depicted on the Merriam, Indiana 7.5-Minute Series USGS topographic quadrangle. Aerial photography was evaluated from imagery obtained from Indiana Map (*https://maps.indianamap.org*)

The investigated area is located in a rural setting along SR 9. No environmental features are depicted within the investigated area on the topographic map. Water signatures are visible on aerial imagery in the eastern portion of the project area indicating drainage patterns through the adjacent agricultural fields. Channel incision is visible near the outlet of CV 009-092-157.02, west of SR 9. NHD data depicts flowlines north and south of a private drive, flowlines parallel to SR 9, and flowlines in the northwest portion of the investigated area.

2.2 Soils

According to the Soil Survey Geographic (SSURGO) Database for Whitley County, Indiana, the investigated area contains soil areas with nationally listed hydric soils. Three soils are mapped within the investigated area.

Review results for soil mapping and unit descriptions obtained from the NRCS Web Soil Survey *(http://websoilsurvey.nrcs.usda.gov)* are summarized in **Table 1** below.

Table 1
Soil Survey

Map Abbreviation	Soil Unit Name	Description	Hydric Range	Hydric Classification
Co	Coesse silty clay loam	Deep, very poorly drained soils formed in 20 to 40 inches of recent alluvium over a buried fine textured soil formed in lacustrine deposits on moraines and till plains. It is moderately slowly permeable. Slopes range from 0 to 2 percent.	100	Hydric
MvB2	Morely loam	Very deep, moderately well drained soils that are moderately deep to dense till. Morley soils formed in as much as 46 cm (18 inches) of loess and in the underlying clay loam or silty clay loam till. They are on till plains and moraines. Slope ranges from 1 to 18 percent.	1-32	Predominantly Non-Hydric
Sh	Shoals silt loam	Very deep, somewhat poorly drained soils that formed in alluvium on flood plains. Slope ranges from 0 to 2 percent.	1-32	Predominantly Non-Hydric

2.3 National Wetland Inventory (NWI) Information

There are no NWI resources located within the investigated area. The nearest resource, a freshwater pond (PUBG), is located 0.12 miles northeast of the investigated area.

NWI map review results obtained from the U.S. Fish & Wildlife Service's Wetlands Mapper application (*https://www.fws.gov/wetlands/Data/Mapper.html*), are summarized in **Table 2** below.

Table 2
NWI Mapped Features

Abbreviation	Classification	Description	Location
PUBG	Palustrine/Unconsolidated Bottom/ Intermittently Exposed	Freshwater Pond	0.12 mi. northeast of investigated area

2.4 Flood Hazard Mapping

The project location is not mapped on the IDNR Floodway Map. Therefore, it is an area of minimal flood hazard.

3.0 FIELD RECONNAISSANCE

The investigated area was visited by Brooke Fox and Nakayla Krahn, Environmental Scientists of B&N on April 9, 2024, to observe and document existing conditions, and to identify and evaluate potentially jurisdictional "Waters of the U.S." (WOTUS) and other aquatic resources. Weather conditions were a high of 71°F and the last recorded precipitation was 0.01 in. on April 5, 2024. Findings of the field investigation are summarized below.

3.1 Streams

One stream was identified within the investigated area: UNT to Tippecanoe River. It displayed a bed, bank, and an ordinary high-water mark (OHWM); therefore, meeting each of the criteria which define a potentially jurisdictional tributary. Stream characteristics are summarized below:

UNT to Tippecanoe River: UNT to Tippecanoe River flows from east to west through the investigated area for approximately 315 feet. The location of the stream directly correlates with an NHD flowline that's mapped crossing SR 9. The OHWM measured approximately 11.5 feet wide by 2.7 feet deep downstream of the structure (41.26331, -85.46305) and 4.5 feet wide and 0.5 feet deep upstream of the structure (41.263436, -85.462605). The estimated upstream drainage area is 0.241 mi.^{2} according to USGS StreamStats. The stream substrate consists of silt/sand. The

majority of the stream within the investigated area is poor quality due to lack of instream cover and instream development. Although the stream is not mapped as a USGS blueline, the feature is likely considered an intermittent stream because it was flowing during the field investigation which did not immediately follow a rain event. Downstream of the culvert, the quality of the stream increases slightly due to riffle/pool complexes and instream cover. UNT to Tippecanoe River flows southwest outside of the investigation are into Crooked Lake, which flows into Big Lake, which flows into Tippecanoe River, which flows into the Wabash River. The Wabash River is considered a Traditional Navigable Waterway (TNW). Due to UNT to Tippecanoe's surface connection to the Wabash River, it is likely a jurisdictional WOTUS.

Stream characteristics are summarized in **Table 3** below:

Table 3
Stream Summary Table

Water Feature Name	Photos	Lat / Long	OHWM Width/Depth (ft.)	USGS Blue-line? Type?	Riffles? Pools?	Quality	Substrate	Likely Water of the U.S.?
UNT to Tippecanoe River	3-4, 6-8, 11, 13,20-21, 24	41.2634128 -85.462618	11.5/2.7 (Downstream) 4.5/0.5 (Upstream)	No, Intermittent	Yes	Poor	Silt/Sand	Yes

3.2 Wetlands

A total of two data points (A1 and A2) were collected in the investigated area to characterize and delineate potential wetland resources, and adjacent upland communities. Vegetation, hydrology, and soil data were collected at each sample point in accordance with applicable U.S. Army Corps of Engineers (USACE) Regional Supplement delineation protocols (*Midwest Regional Supplement*). Data collection results for each sample plot are discussed below:

Wetland A: This is a palustrine emergent wetland that occurs to the east of SR 9 and is partially within a concrete lined roadside ditch. It is approximately 0.05 acre in size. Wetland A would likely be considered of poor quality due to low species diversity and the runoff it receives from SR 9 and agricultural land. Wetland A is hydrologically connected to UNT to Tippecanoe River, via the culvert that passes under the private drive east of SR 9. As previously discussed in the stream section, UNT to Tippecanoe River contributes a surface water connection to the Wabash River, a TNW. Since Wetland A provides a hydrologic connection to a TNW, it is likely a WOTUS.

Wetland and Data Point characteristics are summarized in **Table 4.**

Table 4
Wetland and Data Point Summary Table

Wetland Name	Type	Acreage	Quality	Photo IDs	Associated Structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicators	Within Wetland?	Notes
Wetland A	EM	0.05	Poor	13-16, 27-31	CV 009-092-157.02	Yes	A1	41.263112/ -85.462644	*Salix nigra, Phalaris arundinacea*	F3, F6	A1, A2, A3, D2, D5	Yes	Wetland A fully contained in investigated area and is part of roadside drainage.
							A2	41.263054/ -85.462629	*Poa annua, Phalaris arundinacea*	N/A	A2, A3	No	N/A

3.3 Open Waters

No ponds, lakes, or other open water features were observed in the investigated area.

3.4 Other Features

A total of five roadside ditches (RSD 1-5) were observed within the investigated area. Roadside ditches 1-5 were investigated and no defined bed, bank, or OWHM was present; therefore, they are considered ditches and likely non-jurisdictional. Roadside ditch characteristics and locations are discussed below:

RSD 1: This ditch is located in the southwestern portion of the investigated area. RSD 1 corresponds directly with an NHD flowlines that is map in the southwestern portion of the project area. The ditch is lined with riprap and concrete. It extends for approximately 271 feet within the investigated area and contributes roadside drainage to UNT to Tippecanoe River.

RSD 2: This ditch is located in the northwestern portion of the investigated area. RSD 2 corresponds with two NHD flowlines that are mapped in the northwestern portion of the project area. The ditch is lined with riprap. It extends for approximately 133 feet. within the investigated area through Wetland A.

RSD 3: This ditch is located in the northeastern portion of the investigated area. The ditch is lined with riprap. It extends for approximately 148 feet within the investigated area.

RSD 4: This ditch is located in the southeastern portion of the investigated area, east of SR 9. RSD 4 corresponds directly with an NHD flowline that is mapped in the southeastern portion of the investigated area. The ditch is lined with riprap and concrete. It extends for approximately 310 feet within the investigated area.

RSD 5: This ditch is located in the southeastern portion of the investigated area, south of a private drive. RSD 5 corresponds directly with an NHD flowline that is mapped south of a private driveway. It extends for approximately 138 feet within the investigated area.

3.5 Wildlife Evidence and Concerns

No evidence of birds or bats was noted within the culvert. Semi-aquatic and aquatic animals (beaver and frog) were observed within UNT to

Tippecanoe River during the investigation. The structure is only four feet in diameter; therefore, deer do not use this location to cross beneath SR 9.

4.0 CONCLUSION

Based on the findings of this investigation, B&N concludes that there is one potentially jurisdictional stream and one potentially jurisdictional wetland located within the investigated area. All roadside ditches are likely non-jurisdictional. No ponds, lakes, or other water features were observed in the investigated area.

This waterway and wetland are likely *Waters of the U.S*. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgement based on the guidelines set forth by the Corps.

5.0 ACKNOWLEDGEMENT

The 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.

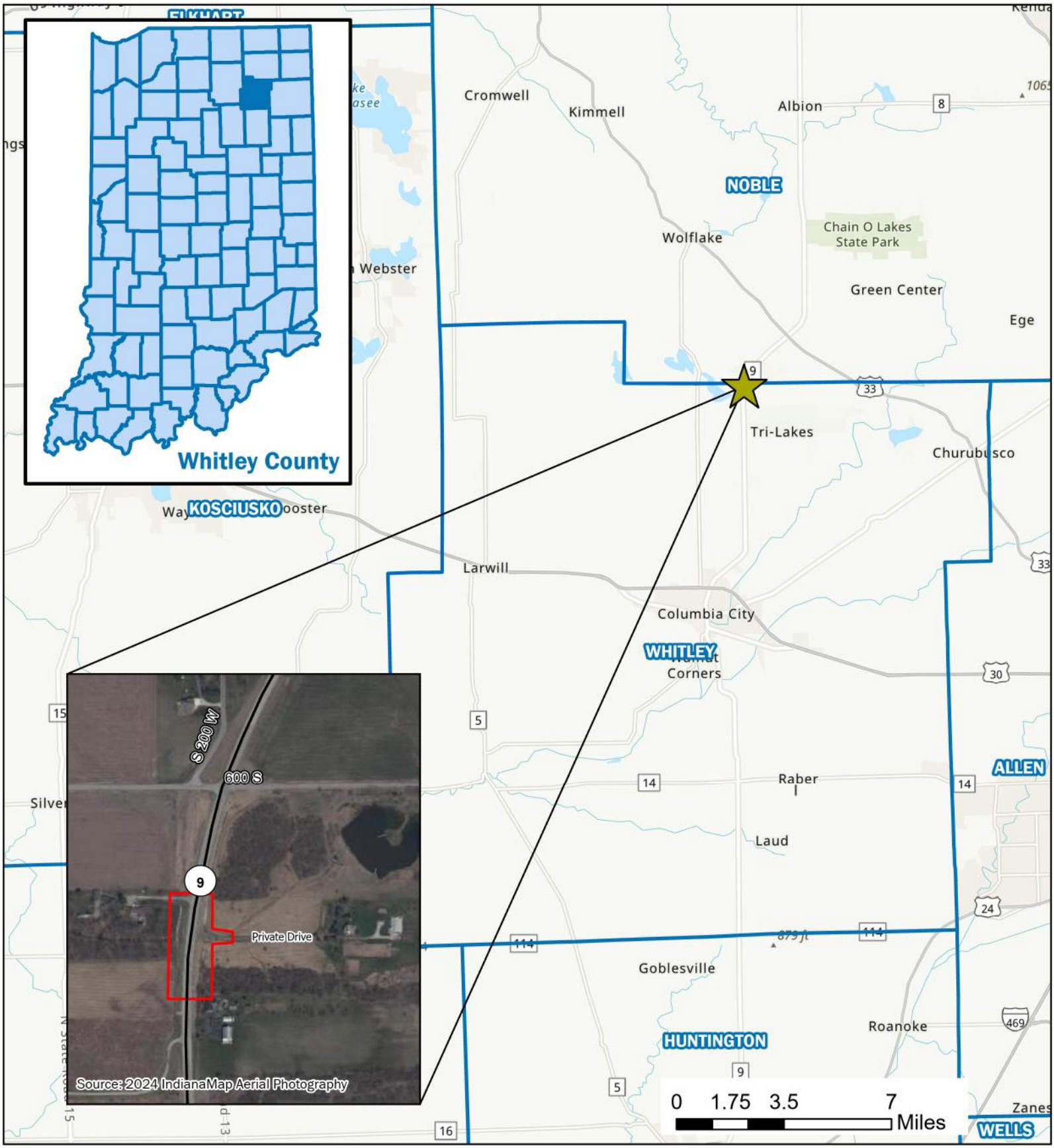
Respectfully,


8/7/2024

Dan Logsdon, PWS
Environmental Scientist
Burgess & Niple, Inc.

Attachments	
Project Location Map	Attachment Page 1
USGS Topographic Map	Attachment Page 2
Aerial Map	Attachment Page 3
National Hydrography Dataset Map	Attachment Page 4
NRCS Hydric Soil Map and Data	Attachment Pages 5-6
NWI Features Map	Attachment Page 7

IDNR Floodway Map	Attachment Page 8
USGS StreamStats Map	Attachment Page 9
Delineated Features Map	Attachment Page 10
Photo Orientation Map & Site Photographs	Attachment Pages 11-20
Water Resources Data Forms	Attachment Pages 21-24
Preliminary Jurisdictional Determination Forms	Attachment Pages 25-28



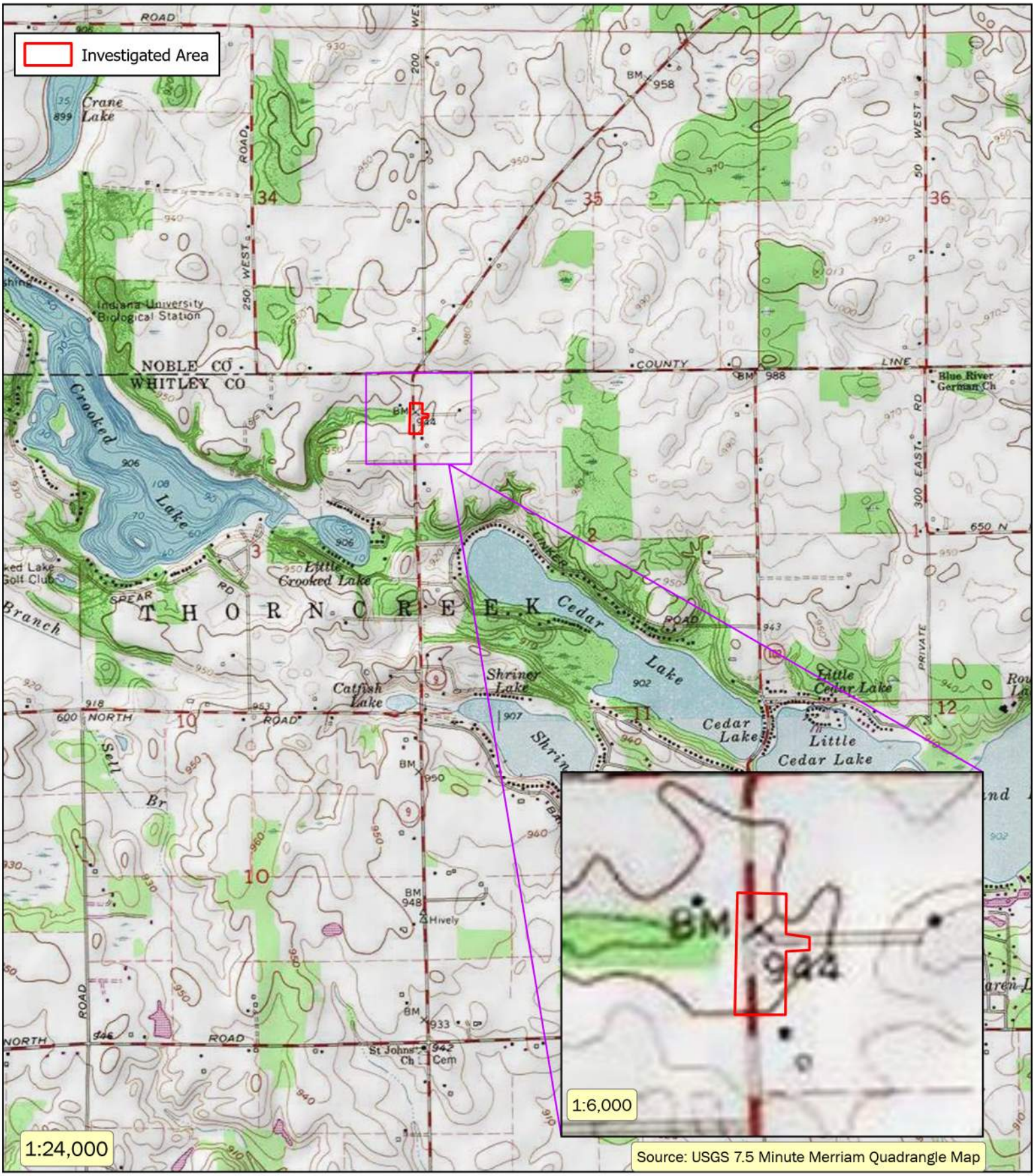
Project Location Map

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Engineers ■ Environmental Scientists

SR 9 over UNT to Tippecanoe River
Small Structure Project
Des No. 2200663
Whitley County, Indiana

N

7/17/2024



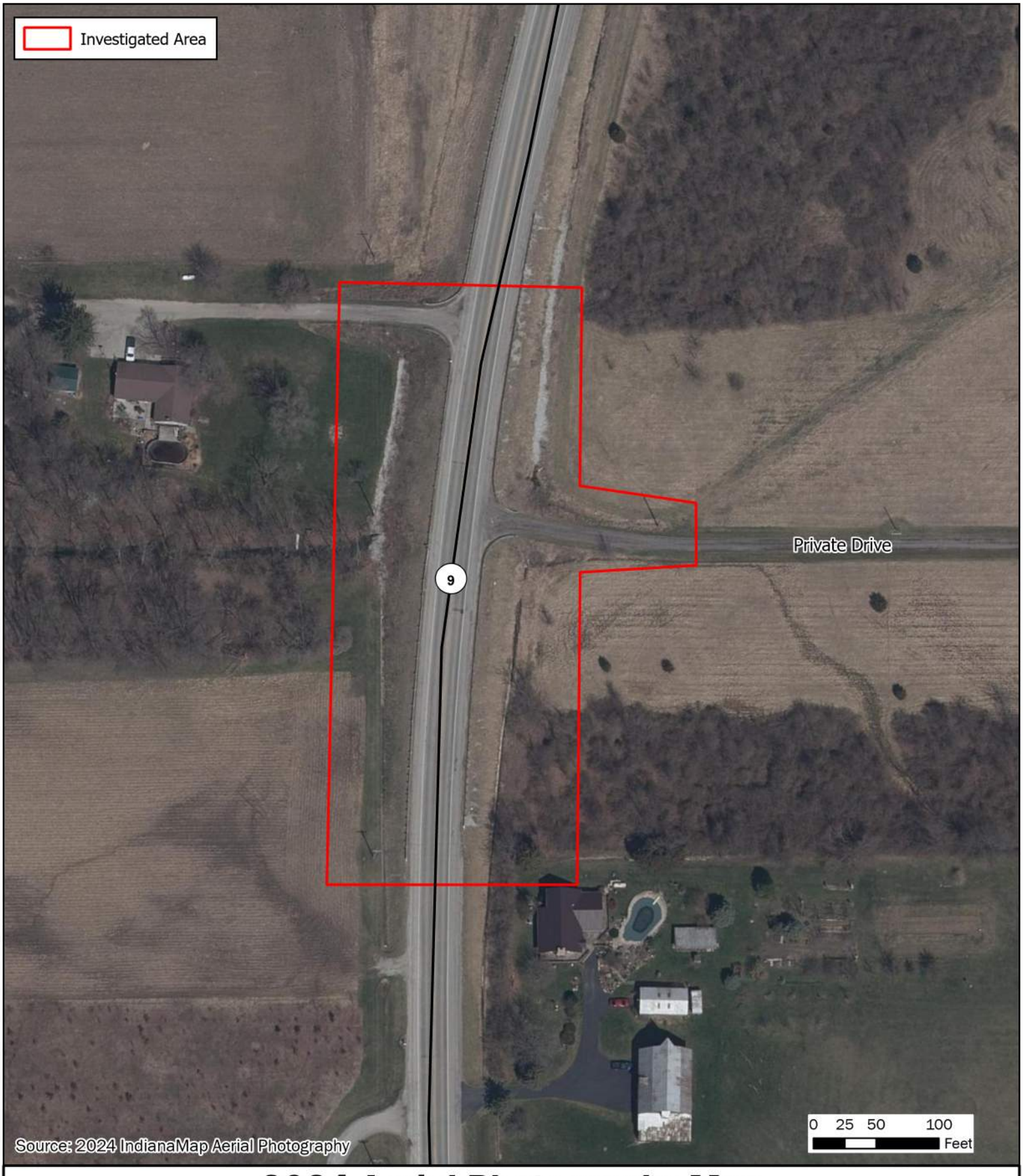
USGS Topographic Map

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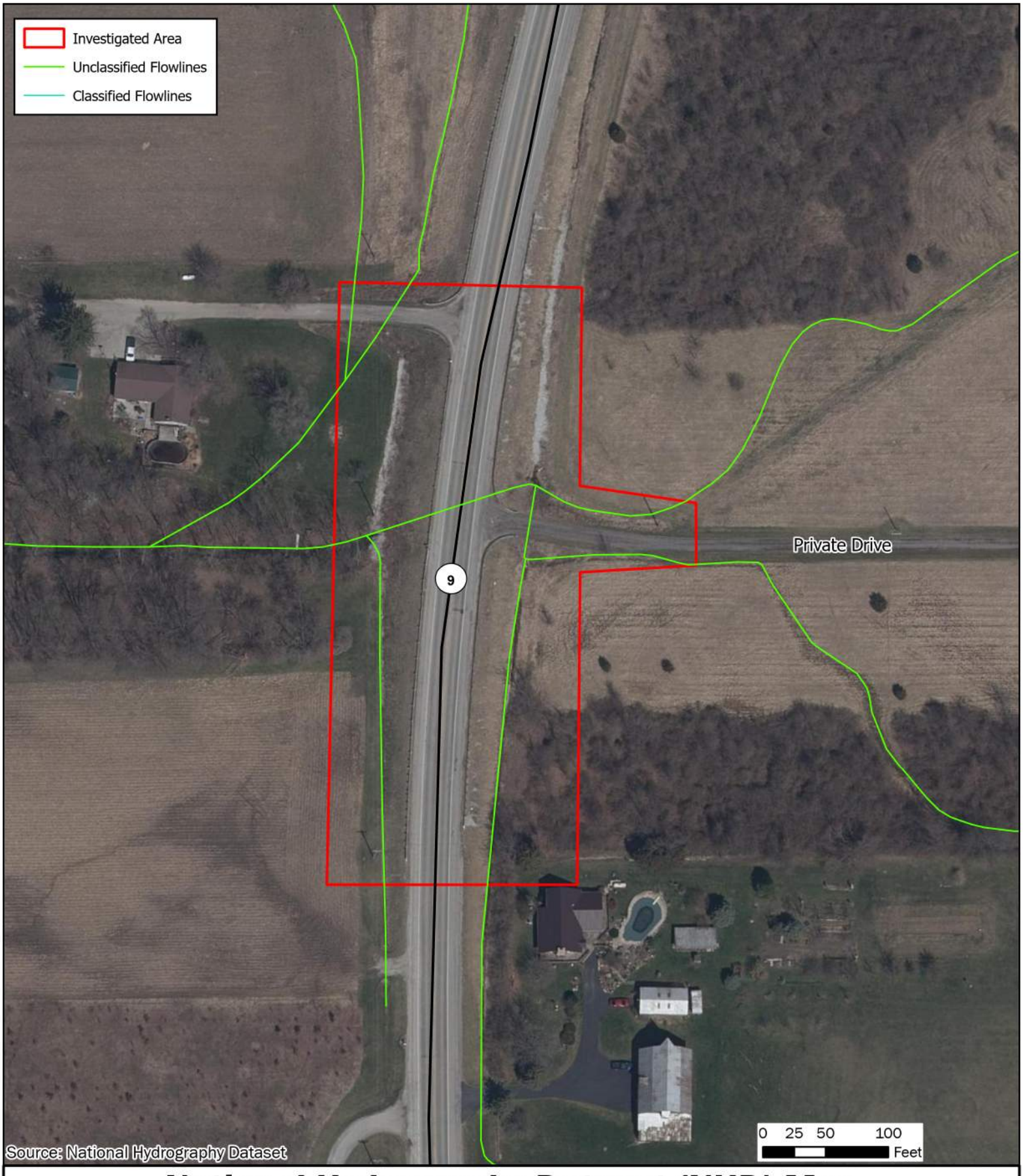
2024 Aerial Photography Map

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7/23/2024



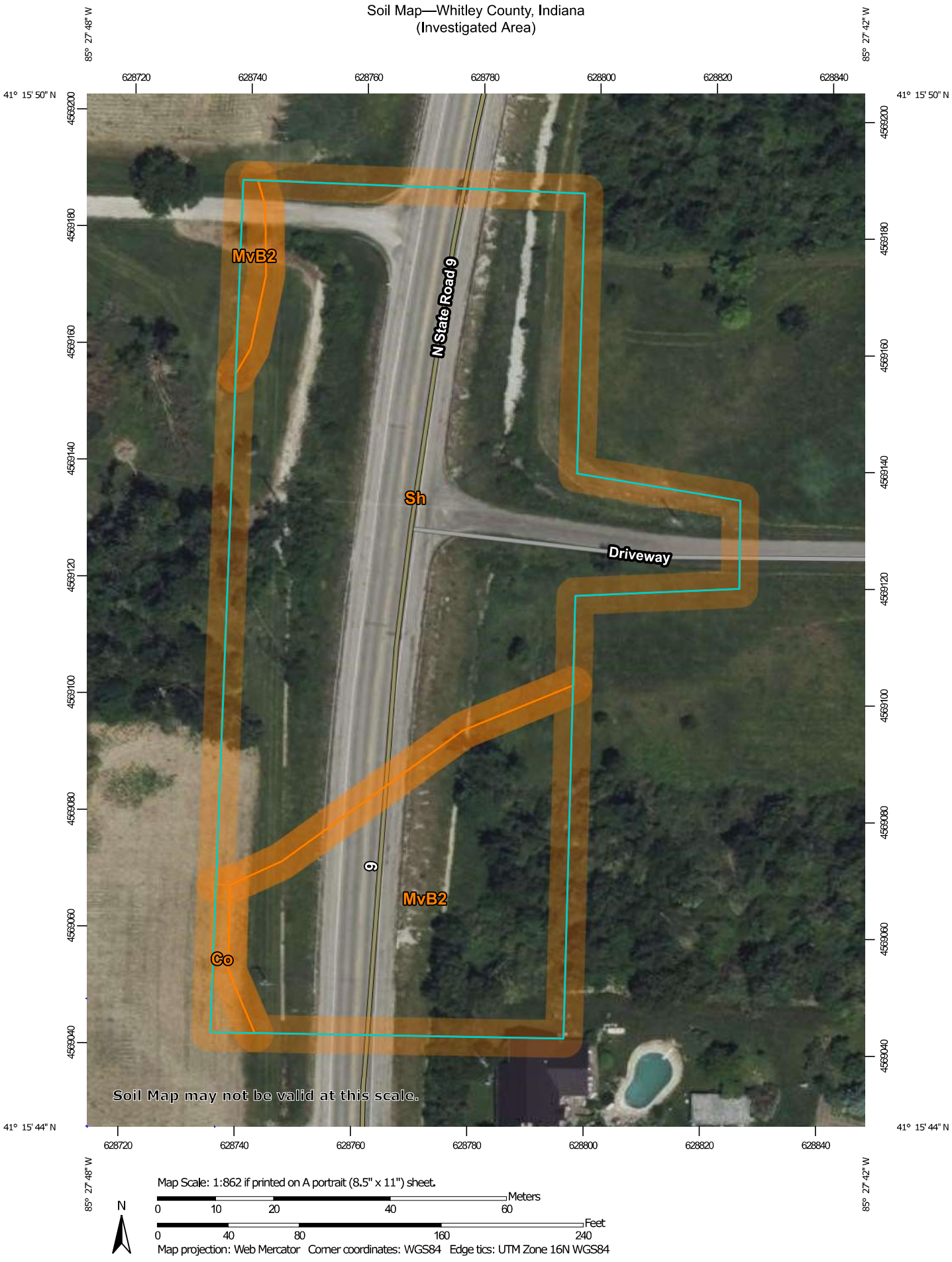
National Hydrography Dataset (NHD) Map

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Small Structure Project
Des No. : 2200663
Whitley County, Indiana

N

7/17/2024


Soil Map—Whitley County, Indiana
(Investigated Area)
85° 27' 48" W
85° 27' 42" W
41° 15' 50" N
41° 15' 44" N
628720
628740
628760
628780
628800
628820
628840
4569200
4569180
4569160
4569140
4569120
4569100
4569080
4569060
4569040
MvB2
N State Road 9
Sh
Driveway
9
MvB2
Co
Soil Map may not be valid at this scale.
Map Scale: 1:862 if printed on A portrait (8.5" x 11") sheet.
N
Meters
0 10 20 40 60
Feet
0 40 80 160 240
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Co	Coesse silty clay loam	0.0	1.0%
MvB2	Morley loam, 3 to 6 percent slopes, eroded	0.7	28.6%
Sh	Shoals silt loam, sandy substratum, frequently flooded	1.6	70.4%
Totals for Area of Interest		**2.3**	**100.0%**

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Co	Coesse silty clay loam	100	0.0	1.0%
MvB2	Morley loam, 3 to 6 percent slopes, eroded	5	0.7	28.6%
Sh	Shoals silt loam, sandy substratum, frequently flooded	6	1.6	70.4%
Totals for Area of Interest			**2.3**	**100.0%**

Report—Hydric Soil List - All Components

Hydric Soil List - All Components–IN183-Whitley County, Indiana					
Map symbol and map unit name	**Component/Local Phase**	**Comp. pct.**	**Landform**	**Hydric status**	**Hydric criteria met (code)**
Co: Coesse silty clay loam	Coesse	100	Depressions on till plains,depressions on moraines	Yes	2
MvB2: Morley loam, 3 to 6 percent slopes, eroded	Morley	95	Moraines,till plains	No	—
	Pewamo	5	Depressions	Yes	2,3
Sh: Shoals silt loam, sandy substratum, frequently flooded	Shoals	90	Flood plains	No	—
	Stonelick	4	—	No	—
	Saranac	3	Flood plains	Yes	2,3
	Sloan	3	Flood plains	Yes	2,3

U.S. Fish and Wildlife Service
National Wetlands Inventory

SR 9 over UNT Tippecanoe River



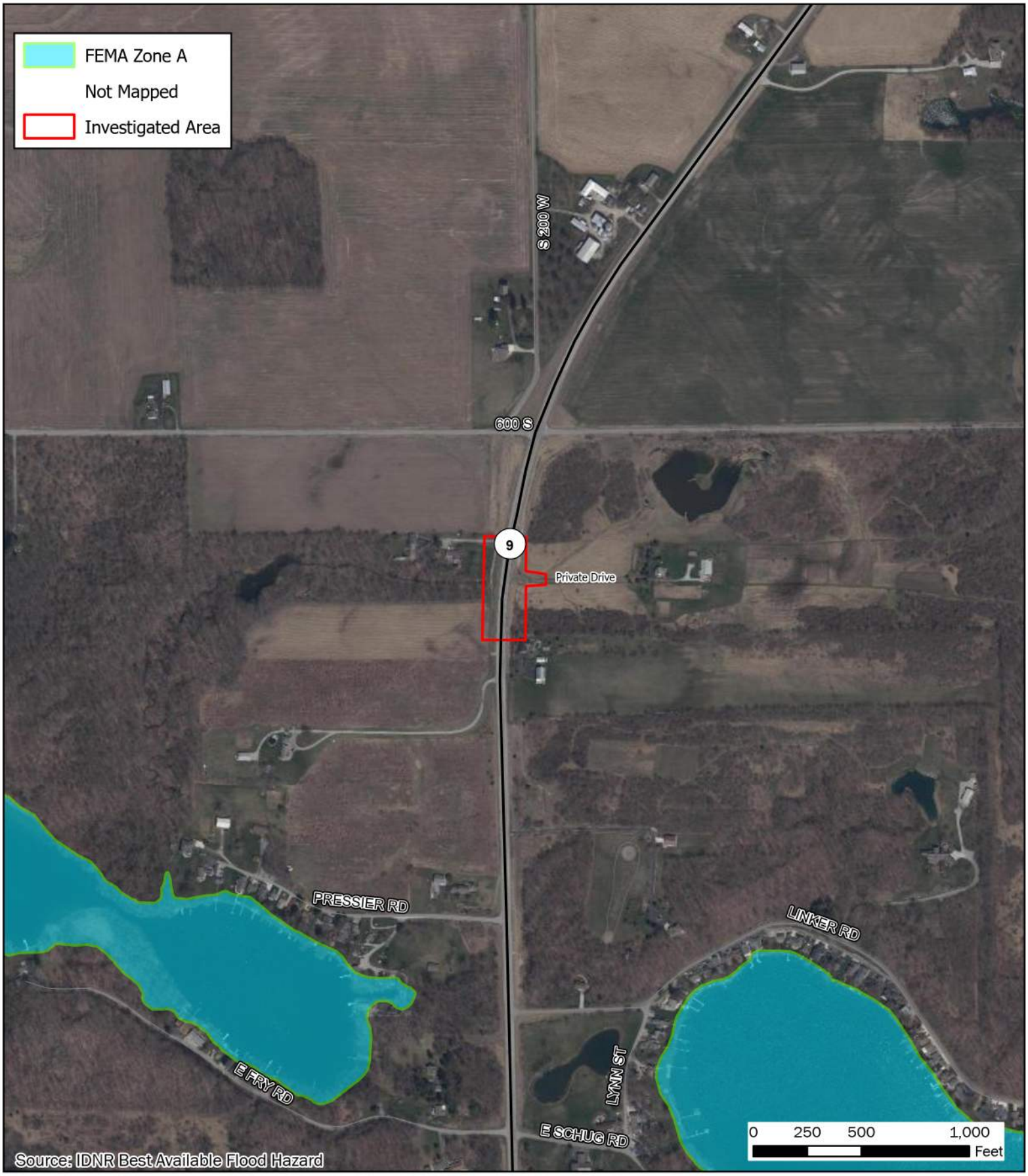
June 27, 2024

Wetlands

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

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

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



IDNR Floodway Map

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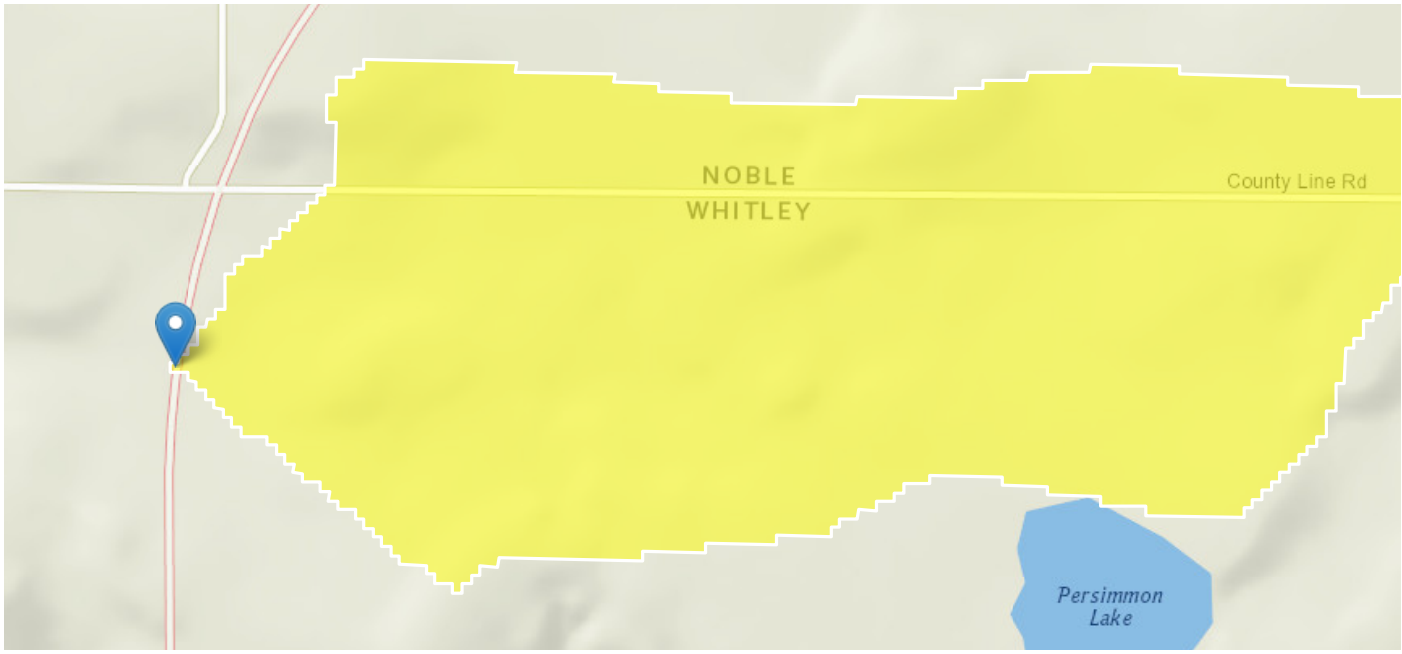
SR 9 over Tippecanoe River
Small Structure Project
Des No.: 2200663
Whitley County, Indiana

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7/17/2024

StreamStats Report

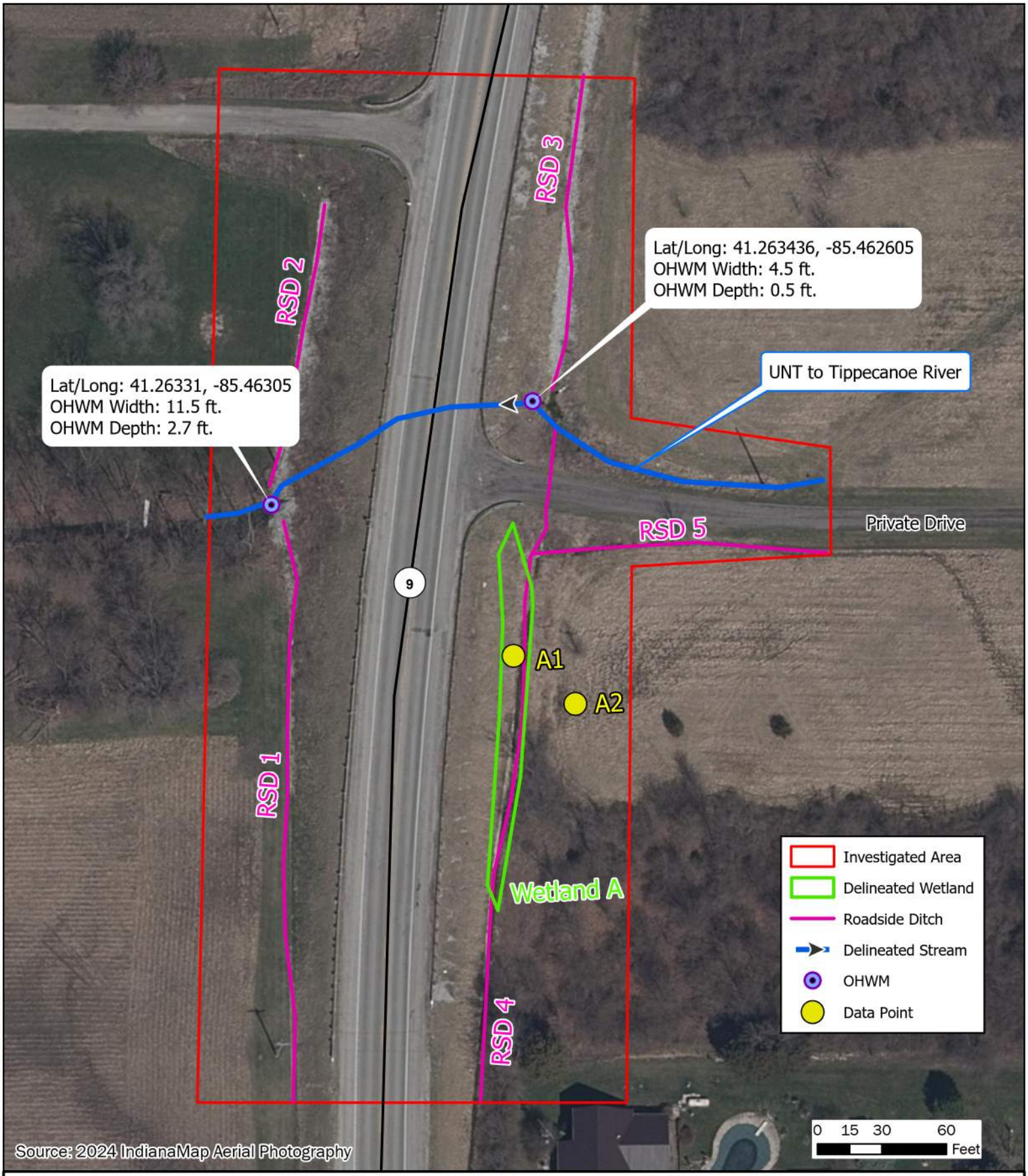
Region ID: IN
Workspace ID: IN20240625185157661000
Clicked Point (Latitude, Longitude): 41.26339, -85.46286
Time: 2024-06-25 14:52:17 -0400



Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
BFREGNO	BFREGNO	1565	dimensionless
BSLDEM10M	Mean basin slope computed from 10 m DEM	3.69	percent
CONTDA	Area that contributes flow to a point on a stream	0.241	square miles
CSL10_85	Change in elevation divided by length between points 10 and 85 percent of distance along main channel to basin divide - main channel method not known	38.4	feet per mi
DRNAREA	Area that drains to a point on a stream	0.241	square miles
DURREG	Flow-Duration Hydrologic Region code	1667	dimensionless
HIGHREG	HIGHREG	1011	dimensionless
INSINKHOLE	Percent Sinkhole drainage area per basin from Indiana Geological Survey.	0	percent
INSINKING	Percent Sinking stream drainage area from Indiana Geological Survey.	0	percent
K1INDNR	Average hydraulic conductivity (ft/d) for the top 70 ft of unconsolidated deposits from InDNR well database.	23	ft per day



Delineated Features Map

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SR 9 over UNT to Tippecanoe River
Small Structure Project
Des No. 2200663
Whitley County, Indiana

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7/23/2024

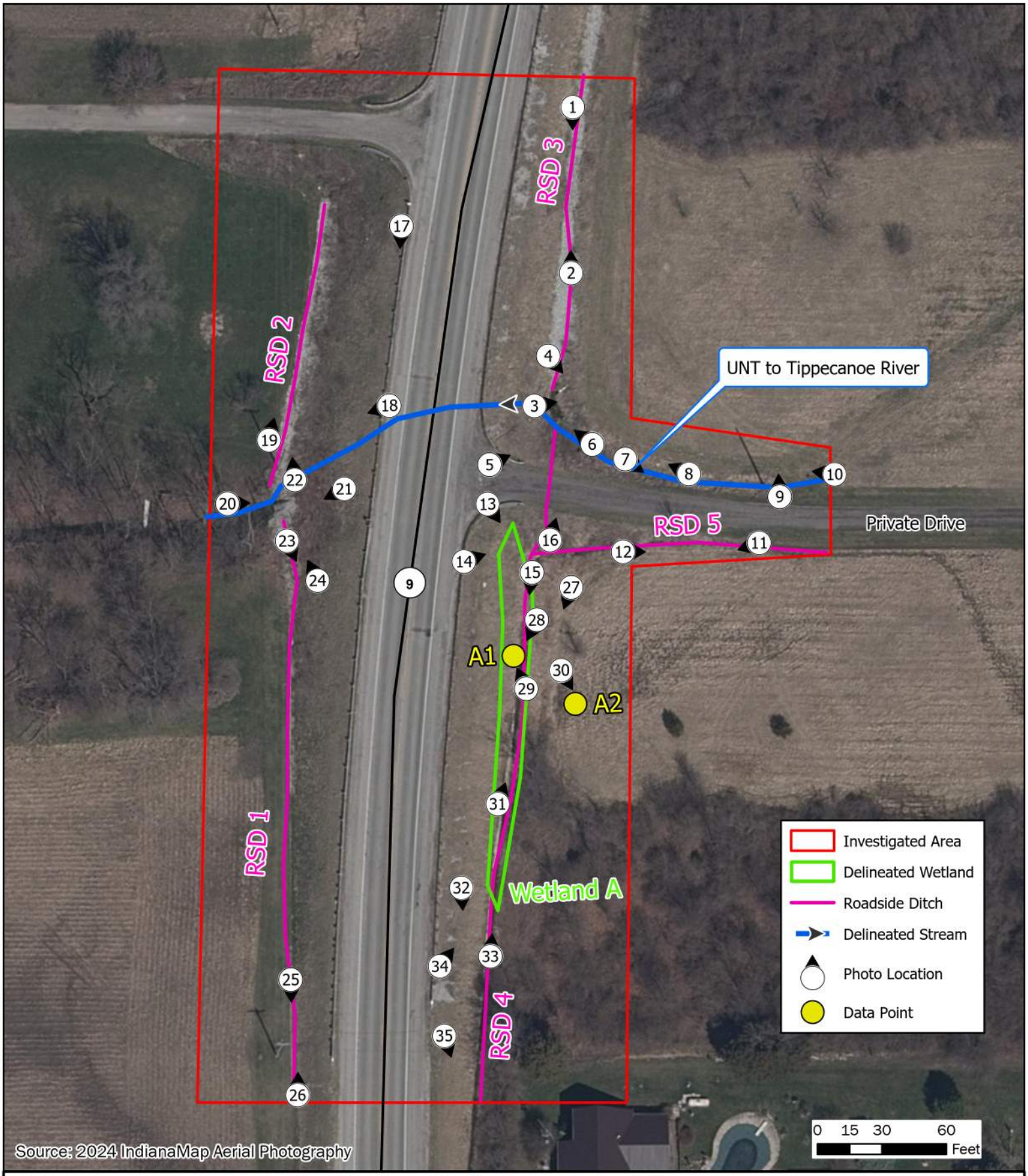


Photo Orientation Map

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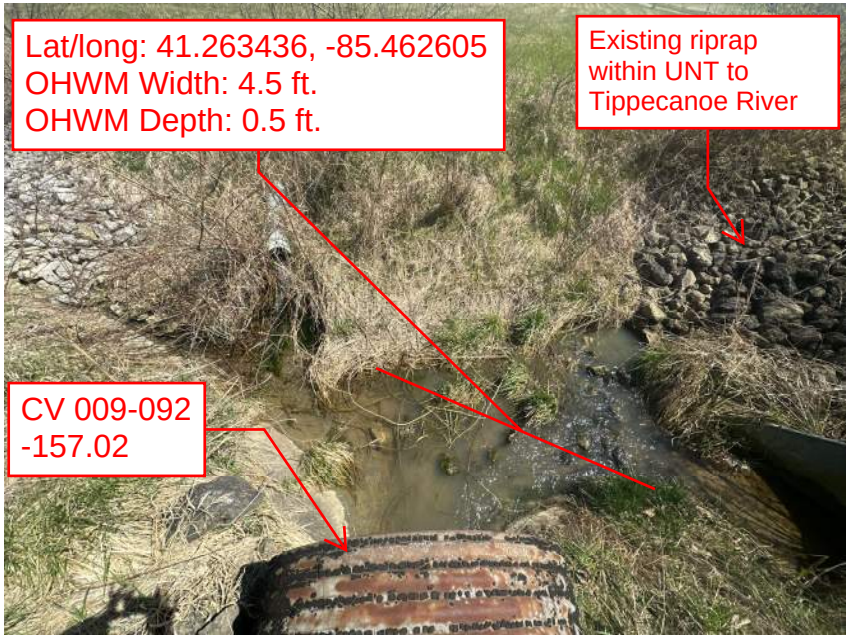
7/23/2024



1. Facing south looking along RSD 3 from the east side of SR 9.



2. Facing north looking along RSD 3 from the east side of SR 9.



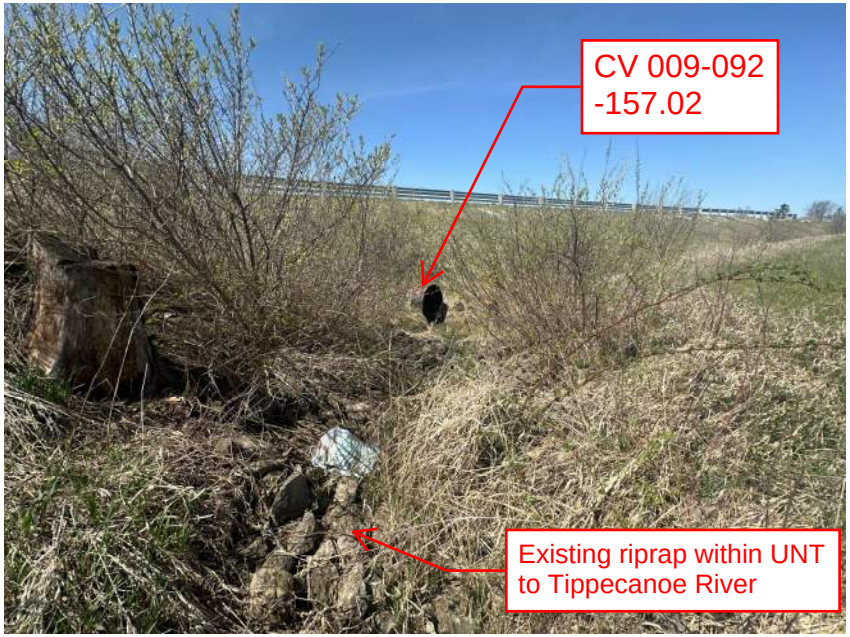
3. Looking east, upstream, to confluence of RSD 3, RSD 4, and UNT to Tippecanoe River.



4. Facing southeast, upstream, looking at confluence of RSD 4 and UNT to Tippecanoe River.



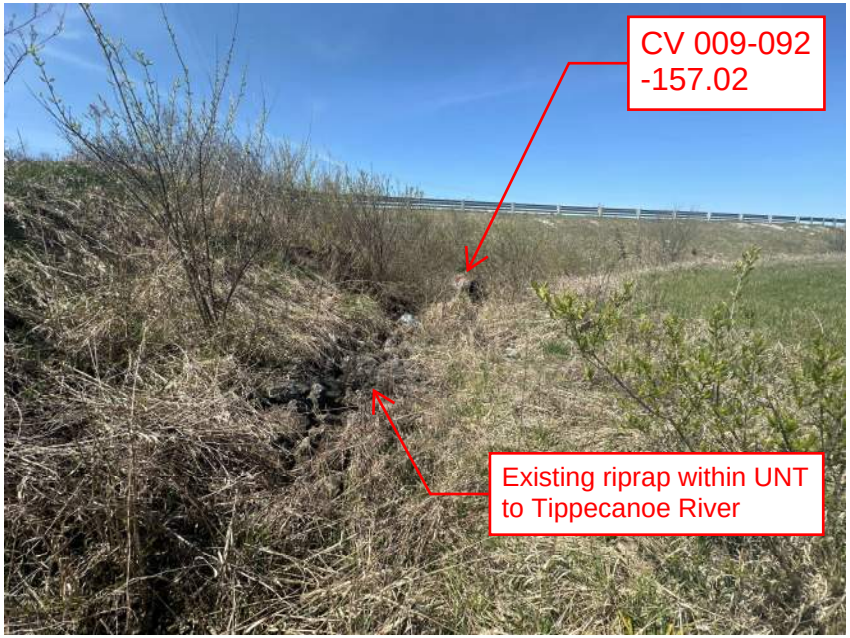
5. Facing northeast looking towards UNT to Tippecanoe River (not visible).



6. Facing northwest, downstream, along UNT to Tippecanoe River to the project structure.



7. Facing southeast, upstream, along UNT to Tippecanoe River.



8. Facing northwest, downstream, looking along UNT to Tippecanoe River.



9. Facing north looking at drainage tile that outlets into UNT to Tippecanoe River on the north side of private drive.



10. Facing west looking at inlet of tile drain located in agricultural field on the north side of private drive.



11. Facing west looking at RSD 5 from the south side of private drive.



12. Facing east looking at RSD 5 from the south side of private drive.



13. Facing southeast looking at RSD 4 and Wetland A.



14. Facing northeast looking at structure that conveys drainage from Wetland A, RSD 4, and RSD 5 beneath a private drive.



15. Facing south looking at Wetland A and RSD 4.



16. Facing northeast looking at culvert that conveys RSD 4 and RSD 5 beneath a private drive before outletting into UNT to Tippecanoe River. Wetland A is also visible.



17. Facing south looking at SR 9 and surrounding landscape from the west side of SR 9.



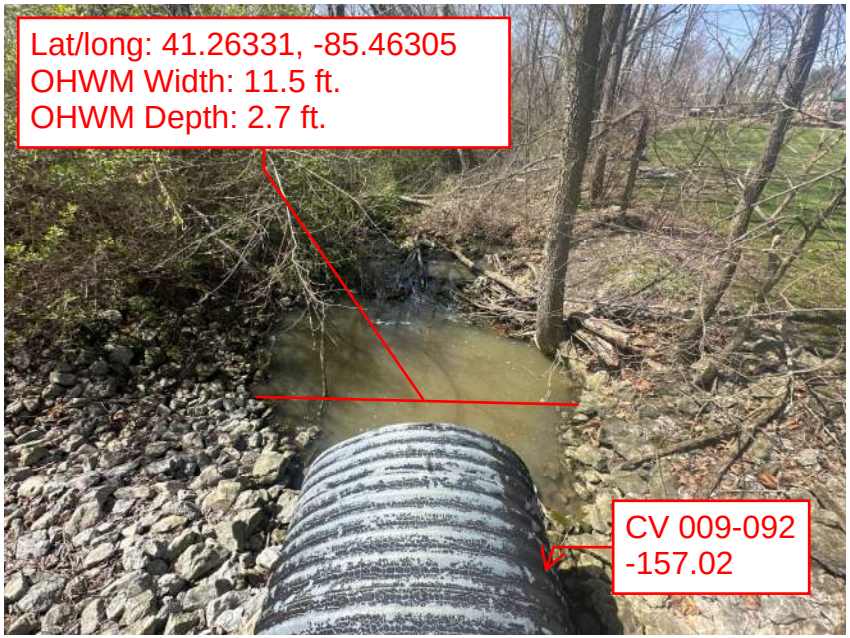
18. Facing southwest standing above structure that conveys UNT to Tippecanoe River under SR 9 (not visible).



19. Facing north looking along RSD 2 from the west side of SR 9.



20. Facing east, upstream, to project structure that carries UNT to Tippecanoe River beneath SR 9.



21. Facing southwest, downstream, looking at UNT to Tippecanoe River.



22. Facing north looking along RSD 2 from the west side of SR 9.



23. Facing southeast looking along RSD 1 from the west side of SR 9.



24. Facing northwest looking toward the confluence of RSD 1, RSD 2, and UNT to Tippecanoe River.



25. Facing south looking along RSD 1 from the west side of SR 9.



26. Facing north looking along RSD 1 from the west side of SR 9.



27. Facing southwest looking at Wetland A and RSD 4. The shovel indicates the location of data point A2.



28. Facing southwest looking at location data point A1, taken within Wetland A. Wetland A and RSD 4 are also visible.



29. Looking at soil profile for data point A1, taken within Wetland A.



30. Looking at soil profile for data point A2, taken outside of Wetland A.



31. Facing northeast looking at location of soil profile for data point A2. Wetland A and RSD 4 are also visible. The shovel indicates the location of data point A2.



32. Facing south looking along RSD 4 from the east side of SR 9.



33. Facing northeast looking along RSD 4 from the east side of SR 9.



34. Facing northeast looking at RSD 4 from the east side of SR 9.



35. Facing southeast looking along RSD 4 from the east side of SR 9.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SR 9 - Small Structure Replacement City/County: Near Merriam / Whitley Sampling Date: 2024-04-09

Applicant/Owner: INDOT Fort Wayne State: Indiana Sampling Point: A1

Investigator(s): B. Fox & N. Krahn Section, Township, Range: S02 T32N R9E

Landform (hillslope, terrace, etc.): Ditch Local relief (concave, convex, none): Concave

Slope (%): 0 Lat: 41.263112 Long: -85.462644 Datum: WGS 84

Soil Map Unit Name: Sh - Shoals silt loam, sandy substratum, frequently flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✔ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✔ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ✔ No _____	**Is the Sampled Area within a Wetland?** Yes ✔ No _____
Hydric Soil Present?	Yes ✔ No _____	
Wetland Hydrology Present?	Yes ✔ No _____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1. Salix nigra	15	✔	OBL
2.			
3.			
4.			
5.			
	15 = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Phalaris arundinacea	85	✔	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	85 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	_____ = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	15	x 1 =	15
FACW species	85	x 2 =	170
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	100 (A)		185 (B)

Prevalence Index = B/A = 1.85

Hydrophytic Vegetation Indicators:

✔ 1 - Rapid Test for Hydrophytic Vegetation

✔ 2 - Dominance Test is >50%

✔ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✔ No _____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0 - 4	10YR 3/2	90	10YR 5/6	10	C	M	Silty Clay Loam	
4 - 9	10YR 4/2	95	10YR 5/4	5	C		Silty Clay Loam	
9 - 18	10YR 4/2	85	10YR 5/6	15	C		Silty Clay Loam	
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ✔ Depleted Matrix (F3)
- ✔ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Dark Surface (S7)
- ___ Iron-Manganese Masses (F12)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ✔ No _____

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ✔ Surface Water (A1)
- ✔ High Water Table (A2)
- ✔ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ✔ Geomorphic Position (D2)
- ✔ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No ✔ Depth (inches): _____

Water Table Present? Yes ✔ No _____ Depth (inches): 5

Saturation Present? (includes capillary fringe) Yes ✔ No _____ Depth (inches): 0

Wetland Hydrology Present? Yes ✔ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SR 9 - Small Structure Replacement City/County: Near Merriam / Whitley Sampling Date: 2024-04-09

Applicant/Owner: INDOT Fort Wayne State: Indiana Sampling Point: A2

Investigator(s): B. Fox & N. Krahn Section, Township, Range: S02 T32N R9E

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None

Slope (%): 0 Lat: 41.263054 Long: -85.462629 Datum: WGS 84

Soil Map Unit Name: Sh - Shoals silt loam, sandy substratum, frequently flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✔ No _____ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ✔ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____ No ✔	**Is the Sampled Area within a Wetland?** Yes _____ No ✔
Hydric Soil Present?	Yes _____ No ✔	
Wetland Hydrology Present?	Yes ✔ No _____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft r)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5 ft r)			
1. Poa annua	60	✔	FACU
2. Phalaris arundinacea	40	✔	FACW
3. Dipsacus fullonum	5		FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	105 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft r)			
1.			
2.			
	_____ = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	40	x 2 =	80
FAC species	0	x 3 =	0
FACU species	65	x 4 =	260
UPL species	0	x 5 =	0
Column Totals:	105 (A)		340 (B)

Prevalence Index = B/A = 3.23

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No ✔

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: A2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0 - 18	10YR 3/2	100					Silty Clay Loam	
-								
-								
-								
-								
-								
-								

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Dark Surface (S7)
- ___ Iron-Manganese Masses (F12)
- ___ Very Shallow Dark Surface (TF12)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No ✔

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ✔ High Water Table (A2)
- ✔ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes _____ No ✔ Depth (inches): _____

Water Table Present? Yes ✔ No _____ Depth (inches): 6

Saturation Present? (includes capillary fringe) Yes ✔ No _____ Depth (inches): 8

Wetland Hydrology Present? Yes ✔ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: August 7, 2024

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Dan Logsdon, Burgess & Niple Corporation, 251 N Illinois St # 920, Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The proposed project (Des. No. 2200663) is located on SR 9, 7 miles north of US 30 in Whitley County, Indiana. The current structure (CV 009-092-157.02) is a 4 foot diameter, 130 foot long bituminous coated corrugated metal pipe. Due to the deteriorated condition of the culvert, the proposed project includes replacing the existing structure and the installation of riprap for scour protection.

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

State: Indiana County/parish/borough: Whitley City: Columbia City, IN

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

Lat.: 41.263199 Long.: -85.462822

Universal Transverse Mercator: 16N – Easting: 28765 Northing: 4569115

Name of nearest waterbody: UNT to Tippecanoe River

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

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
UNT to Tippecanoe River	41.2634128	-85.462618	315 linear feet	Non-wetland	Non Section 10/Section404
Wetland A	41.263112	-85.462644	0.05 acre	Wetland	Non Section 10/Section404

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 applicantcan 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 referencesources below where indicated for all checked items:

■ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Maps: Indiana GIO Library, IndianaMap, USGS, 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: USGS TNM-NHD: Data Refreshed October, 2023.
■ USGS NHD data.
☐ USGS 8 and 12 digit HUC maps.

■ U.S. Geological Survey map(s). Cite scale & quad name: Merriam / 1:24,000.

■ Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey: Whitley County.

■ National wetlands inventory map(s). Cite name: USFWS NWI data: Whitley County.

☐ State/local wetland inventory map(s):_____.

■ FEMA/FIRM maps: FEMA/FIRM Whitley County, Indiana.

☐ 100-year Floodplain Elevation is:_____.(National Geodetic Vertical Datum of 1929)

■ Photographs: ■ Aerial (Name & Date): Whitley County / NAIP Imagery 2016.
or ■ Other (Name & Date): Photos taken: April 9, 2024.

☐ 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.



8/7/2024

Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining

[1] Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Appendix G

Public Involvement

Sample Notice of Survey Letter

December 1, 2023

Notice of Survey

RE: SR 9 Small Structure, Des. No. 2200663 in Whitley County

Dear Property Owner,

Certified Engineering, Inc. has been selected by INDOT for field survey of the above referenced project. Our information indicates that you own property near the above proposed project. Certified Engineering, Inc. will be performing a survey of the project area in the near future. It may be necessary for representatives from Certified Engineering, Inc. to enter your property to complete this work. This is permitted by law per Indiana Code (IC) 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey.

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

The survey is needed for this project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

If any problems do occur, please contact Jason Hesler of Certified Engineering, Inc. at (317) 546-1599 or at 3939 Millersville Road, Indianapolis, Indiana 46205. Thank you in advance for your cooperation.

Sincerely,

Certified Engineering, Inc.

Jason R. Hesler, PE, PLS

3939 Millersville Road, Indianapolis, IN 46205
phone 317.546.1599 : fax 317.546.2599
www.certifiedengineering.com

ingenuity that *transforms*

Appendix H

Air Quality

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2026 - 2030

SPONSOR	CONTRACT # / LEAD DES	PROJECT GROUP #	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Toal Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2026	2027	2028	2029	2030
Performance Measure Impacted: Bridge Condition																		
Location: Bridge 59 on CR 1100 W over the Elkhart River																		
Comments:Include DES 2101759																		
Noble County	44341 / 2101773		Init.	IR 7682	Intersection Improvement, Roundabout	Fort Wayne	.11	STBG	$2,285,125.00	Group IV Program	CN	$1,426,500.00	$0.00		$1,426,500.00			
										Local Funds	RW	$0.00	$30,000.00	$30,000.00				
										Local Funds	CN	$0.00	$356,625.00		$356,625.00			
										Group IV Program	RW	$120,000.00	$0.00	$120,000.00				
Performance Measure Impacted: Safety																		
Location: Riley Road Intersection: at Appleman Road (CR 900 North)																		
Comments:Include DES 2101773																		
Indiana Department of Transportation	44529 / 2200659		Init.	SR 8	Small Structure Replacement	Fort Wayne	.1	STBG	$1,351,993.00	Bridge Construction	CN	$903,040.80	$225,760.20		$1,128,801.00			
Performance Measure Impacted: Bridge Condition																		
Location: SR 8 over UNT Croft Ditch, 0.29 miles E SR 9, SR 9 over UNT Tippecanoe River, 7.00 miles N US 30 and bridge over Fawn River, 00.31 MI S of I-90																		
Comments:Include DES 2200659, 2200663, 2300209																		
Indiana Department of Transportation	44529 / 2200659	2	G 01	SR 8	Small Structure Replacement	Fort Wayne	.1	STBG	$2,122,613.00	Bridge Consulting	PE	$124,000.00	$31,000.00	$155,000.00				
Secondary Des(#)s:2200663, 2300209,2500552																		
										Bridge Construction	CN	$1,619,200.00	$404,800.00		$2,024,000.00			
Secondary Des(#)s:2200663, 2300209,2500552																		
Performance Measure Impacted: Bridge Condition																		
Location: Small Structure Replacements-SR 8 Carries UNT Croft Ditch, 0.29 miles E SR 9, SR 9 Carries UNT Tippecanoe River, 7.00 miles N US 30, Scour Protection (Erosion)-SR 9 Bridge over FAWN RIVER (RESERVOIR AREA), 00.31 MI S of I-90																		
Comments:Add PE $155,000 in FY2026 and CN $2,024,000 in FY2027.																		
Indiana Department of Transportation	44572 / 2200638	2	Init.	US 33	Small Structure Pipe Lining	Fort Wayne	.1	NHPP	$503,515.00	Bridge Construction	CN	$150,540.00	$37,635.00		$188,175.00			
Performance Measure Impacted: Safety																		
Location: From SR 205 to SR 109 and US 33 over Gandy Ditch, 0.53 miles W SR 9																		
Comments:Include DES 2200638																		
Indiana Department of Transportation	44574 / 2200664	2	Init.	SR 3	Small Structure Pipe Lining	Fort Wayne	.1	STBG	$1,191,067.00	Bridge Construction	CN	$747,413.60	$186,853.40		$934,267.00			

*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.

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,

KELLEY BROOKINS

Digitally signed by KELLEY BROOKINS
Date: 2025.08.27 08:09:52 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,



Digitally signed by CHRISTOPHER J HALL
Date: 2025.08.28 10:04:48 -05'00'

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC) FY 2026-2030
- APCTC TIP FY2026-2030

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) FY 2026-2030
- BMCMPO TIP FY2026-2030

Columbus Area Metropolitan Planning Organization (CAMPO) FY 2026-2030
- CAMPO TIP FY2026-2030

Delaware-Muncie Metropolitan Plan Commission (DMMPC) FY 2026-2030
- DMMPC TIP FY2026-2030

Evansville Metropolitan Planning Organization (EMPO) FY 2026-2030
- EMPO TIP FY2026-2030

Indianapolis Metropolitan Planning Organization (IMPO) FY 2026-2029
- IMPO TIP FY2026-2029
- IMPO Project Listing FY2026-2029

Kokomo-Howard County Governmental Coordinating Council (KHCGCC) FY 2026-2030
- KHCGCC TIP FY2026-2030

Kentuckiana Regional Planning and Development Agency (KIPDA) FY 2025-2028
- KIPDA TIP FY2025-2028

Michiana Area Council of Governments (MACOG) FY 2026-2030
- MACOG TIP FY2026-2030

Madison County Council of Governments (MCCOG) FY 2026-2030
- MCCOG TIP FY2026-2030

Northeastern Indiana Regional Coordinating Council (NIRCC) FY 2026-2030
- NIRCC TIP FY2026-2030

Northwestern Indiana Regional Planning Commission (NIRPC) FY 2026-2030
- NIRPC TIP FY2026-2030

Ohio-Kentucky-Indiana Regional Council of Governments (OKI) FY 2026-2029
- OKI TIP FY2026-2029

Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP FY 2026-2030
- THAMPO TIP FY2026-2029

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
Paige Story, FHWA
Lyndsay Quist, INDOT
Blake Martain, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
Michael McNeil, INDOT

Appendix I

Additional Information

Culvert Inspection Report



Structure Information

Structure:	CV 009-092-157.02	Facility Carried:	SR 9
Structure Number:	93001776	Features Intersected:	UNT TIPPECANOE RIVER

Inspection Information

Inspection Date:	12/19/2024	Lead Inspector:	Joshua Biller
Inspection Type:	Culvert	Additional Inspectors:	Joshua Biller

Condition Ratings Summary

Culvert:	**4**	Substructure:	**N**
Deck:	**N**	Channel & Channel Protection:	**5**
Superstructure:	**N**		

Excerpt from 12/19/2024
INDOT Inspection Report

Structure:	CV 009-092-157.02	Facility Carried:	SR 9	Inspector:	Joshua Biller
Str. Number:	93001776	Features Intersected:	UNT TIPPECANOE RIVER	Inspection Date:	12/19/2024

Identification

Structure Number:	93001776	Year Built:	1966
Structure:	CV 009-092-157.02	Inspection Date:	12/19/2024
Highway Agency District:	02 - Fort Wayne	Inspection Frequency:	12
Subdistrict:	2500 - Wabash Subdistrict	Addt'l Treatment Exist?	False
Type Of Service (Under):	0 - Other	County Code:	092 - Whitley
Facility Carried:	SR 9	Ramp Id:	
Features Intersected:	UNT TIPPECANOE RIVER	Offset:	02
Location:	7.00 MI N US 30	Reference Post:	157
		Milepoint:	18.84
		Latitude:	41.26339
		Longitude:	-85.46277
Add'l Location Description:	0.12 miles south of Whitley-Noble County Line; a.k.a. Bitting Drain;		

Classification

Maintenance Responsibility:	01 - State Highway Agency	Owner:	01 - State Highway Agency
National Highway System Inventory Route:	0 - Inventory Route is not on the NHS	Functional Classification:	02 - Rural - Principal Arterial - Other

Geometric Data

Kind Of Material:	3	Max Vertical Opening (FT):	4.00
Max Horizontal Opening (FT):	4.00	Original Culvert Shape:	Round
Culvert Barrel Length (FT):	130.00	Skew:	30
Minimum Estimated Fill Cover (FT):	13.00		
Measurement Remarks:	R-7157 {1966}: Str. No. 132 -- 130' of 48" Group "A" Pipe (Ga. No. 12 FBC-CSP w/ PI) -- 30* skew		
Structural Additional Description:	Bituminous Coated Corrugated Metal Pipe FBCCMP. Built in 1963, Contract # R-7157, "S" Project No. 412 (11), Structure No. 132 on plans.		

Structure:	CV 009-092-157.02	Facility Carried:	SR 9	Inspector:	Joshua Biller
Str. Number:	93001776	Features Intersected:	UNT TIPPECANOE RIVER	Inspection Date:	12/19/2024

Culvert Condition Ratings

Culverts:	4 - Poor Condition

Barrel: areas of bituminous coating missing at invert; cracks to bituminous above; exposed steel at invert has heavy pitting, significant thinning and some perforations; sections of floor at both ends is missing; some moderate-to-heavy corrosion of exposed steel at external lap band joints; slight sag near mid-span (as constructed ?); undermining at both ends (but especially west outlet).

Anchors: none on west end; functional anchor strap on east end;

Deck:	N - Not Applicable
Superstructure:	N - Not Applicable
Substructure:	N - Not Applicable
Channel / Channel Protection:	5 - Bank eroded.. major damage

Channel flows from east-to-west; west outlet is 1' above rocks below; large scour hole just beyond outlet; larger riprap needed.

Culvert Rails:	1 - Meets acceptable standards
Transitions:	1 - Meets acceptable standards
Approach Guardrail:	1 - Meets acceptable standards
Approach Guardrail Ends:	1 - Meets acceptable standards
Is Culvert Obstructed?	False
Overtopping Frequency:	1 - Remote - Greater than 100 years

Headwall / Anchor Rating:	7	Channel Alignment Rating:	7
Wingwall Ratings:	N	Birds Present?:	No
Bank Erosion Ratings:	7	Bats Present?:	No
Drift / Sediment Rating:	5		

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642-BR
Indianapolis, Indiana 46204

PHONE: (317) 233-2096
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

March 17, 2020

TO: Keith Lytton, P.E.
Laporte District Engineer

FROM: Darrin Miller, P.E.
Hydraulics Engineer

THROUGH: Alex Schwinghamer, P.E.
Hydraulics Engineer

DARRIN K. MILLER REGISTERED No. 10606102 STATE OF INDIANA PROFESSIONAL ENGINEER

SUBJECT: Hydraulic Review
Des. #: No Des
Structure #: CV 009-092-157.02
County: Whitley
Location: 7.0 miles north of US 30
Crossing: over UNT Little Crooked Lake
DNR CIF Permit Required: No
Legal Drain: No

Excerpt from 03/17/2020
INDOT Hydraulic Review

Site Parameters		
Drainage Area	172	acres
Q_{100} Discharge	210	cfs
Q_{50} Discharge	189	cfs
Q_{100} Water Surface Elevation (tailwater)	943.96	ft.
Design Roadway Serviceability Elevation	956.32	ft.

Culvert Properties						
Parameter	**Existing**		**Proposal 1**		**Proposal 2**	
Structure Size & Type	4 ft CMP		42”OD, 39.26”ID HDPE liner with 1.5:1 edge		CIPP	
Q_{100} Headwater Elevation	957.41	ft.	957.41	ft.	957.39	ft.
$Q_{(50)}$ Headwater Elevation	957.36	ft.	957.36	ft.	957.33	ft.
Meets Roadway Serviceability @ $Q_{(100)}$ (Y/N)	No		No		No	
Backwater	12.72	ft.	12.72	ft.	12.70	ft.
Minimal Low Structure Elevation	944.75	ft.	944.25	ft.	944.75	ft.
Assumed Flowline Elevation	940.75	ft.	940.75	ft.	940.75	ft.
Sump Depth	0	in.	0	in.	0	in.

100 North Senate Avenue
Room N642-BR
Indianapolis, Indiana 46204

PHONE: (317) 233-2096
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Culvert Properties						
Parameter	**Proposal 3**		**Proposal 4**		**Proposal 5**	
Structure Size & Type	6 x 5 ft RCB with square headwall		84" ID CMP		84"ID Circular Smooth	
Q_{100} Headwater Elevation	947.41	ft.	947.63	ft.	947.64	ft.
$Q_{(50)}$ Headwater Elevation	947.05	ft.	947.22	ft.	947.25	ft.
Meets Roadway Serviceability @ $Q_{(100)}$ (Y/N)	Yes		Yes		Yes	
Backwater	2.72	ft.	2.94	ft.	2.95	ft.
Minimal Low Structure Elevation	945.25	ft.	944.58	ft.	945.25	ft.
Assumed Flowline Elevation	940.75	ft.	940.75	ft.	940.75	ft.
Sump Depth	6	in.	6	in.	6	in.

All elevations provided in this memo are based on field survey data related to LiDAR data and a LiDAR tailwater cross section, which is sufficient for this analysis, but should not be used for other purposes.

Riprap Design Recommendations

Riprap Properties												
Parameter	**Existing**		**Proposal 1**		**Proposal 2**	**Proposal 3**	**Proposal 4**	**Proposal 5**	
Outlet Velocity @ $Q_{(50)}$	14.31	ft/s	17.96	ft/s	16.32	10.05	9.57	9.57	ft/s
Outlet Riprap Size	N/A		Class 2		Class 2	Class 2	Class 1	Class 1	
Inlet Riprap Needed (Y/N)	N/A		No		No	No	No	No	
Natural Channel Velocity @ $Q_{(50)}$	3.51								ft/s
Minimal Inlet Riprap Size	Revetment								

For the liner Proposals 1 & 2, either Class 2 riprap on geotextiles should be used at the outlet and placed according to IDM Figure 203-2J, or energy dissipators should be used. The existing condition outlet velocity is greater than 13ft/s. The downstream channel and overbanks appear stable. For the replacement Proposals 3 Class 2 riprap on geotextiles should be used at the outlet and placed according to IDM Figure 203-2J. For the replacement Proposals 4 & 5, Class 1 riprap on geotextiles should be used at the outlet and placed according to IDM Figure 203-2J. The inlet has a paved side ditch that appears to have failed and may need riprap. Data collected for this analysis does not indicate riprap is needed at the structure inlet. If it is determined at a later date riprap is needed at the inlet, revetment can be used. Alternative scour protection designs should be submitted to the INDOT Office of Hydraulics for review and approval.

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

ProjectNumber	SubProjectCode	County	Property
1800149	1800149	Whitley	Churubusco Community Park
1800242	1800242	Whitley	Morsches Park
1800252	1800252	Whitley	Churubusco Community Park
1800261	1800261	Whitley	Morsches Park
1800304	1800304C	Whitley	Crooked Lake
1800427	1800427	Whitley	Morsches Park
1800457	1800457	Whitley	Gale Hagan Memorial Park
1800483	1800483	Whitley	Deniston Fish and Wildlife Area
1800525	1800525	Whitley	Kenneth Wright Park

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