FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	Indiana State Route (SR) 66/Posey County
Designation Number(s):	2200689
Project Description/Termini:	Bridge Replacement Project on SR 66 over Clear Creek, 3.28 miles east of the SR 165 intersection. The limits of the project extend 325 feet east and west from the center of the existing bridge for a total of 650 feet (including incidental construction), encompassing the entire bridge and approaches.

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

RF 1/29/2026

INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: April Arroyo-Monroe, Kaskaskia Engineering Group LLC

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

Part I – Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on March 21, 2025. These letters notified the property owners 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 natural resources.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Vincennes

Local Name of the Facility: SR 66

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

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

PURPOSE AND NEED:

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

Need: The need for this project is due to the deterioration of the SR 66 bridge (066-65-01129/ NBI 023340) over Clear Creek in Posey County, Indiana. Per the INDOT Total Assets Management System (iTAMS) Bridge Inspection Report, dated March 18, 2025 (Appendix I Page 1), the overall condition of the bridge is generally sound however, there were areas of concrete spalling, cracking, and scaling as well as heavy deterioration across the surface of the South Fascia Beam. The stream (Clear Creek) was flowing against portions of the abutments, but no footings were exposed at the time of the inspection.

All of the condition ratings for the inspected sections of the bridge are based on a 0-9 scale with 0 being failed and 9 being excellent. The deck had a condition rating of 6 (satisfactory). The underside of the deck exhibited intermittent hairline longitudinal cracking with light efflorescence, some spalls and areas of delamination. The wearing surface had a condition rating of 4 (poor). There were visible cracks in the bituminous surface. According to the INDOT Bridge Inspection Manual, the wearing surface of all state bridges with a

bituminous wearing surface without an INDOT approved waterproofing membrane system between the wearing surface and deck shall be rated a 4. The identified bridge does not have a waterproofing membrane system. The superstructure had a condition rating of 5 (fair). The original fascia exhibited heavy scaling, spalling with exposed reinforcing, and longitudinal cracking with efflorescence, mainly on the exteriors and undersides, with deterioration much more pronounced on the original south facing fascia. The substructure had a condition rating of 6 (satisfactory). There were some vertical cracks on both abutments, significant cracking with efflorescence and moderate to heavy scaling on the north end of the east abutment. All four corners exhibited spalling and cracking. Both the channel and scour condition ratings were 6 (satisfactory). The channel was not well aligned with the bridge; the stream was flowing against the abutment but there were no footings visible. There was minor to moderate bank erosion but no appreciable drift accumulation.

Purpose: The purpose of the project is to address the overall deficiencies associated with the bridge with a minimum condition rating of 7 (good) and to provide continued vehicular passage, on SR 66 over Clear Creek at this location.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Posey Municipality:

Limits of Proposed Work: SR 66 bridge over Clear Creek, 3.28 miles east of SR 165, 325 feet east and west from the center of the existing bridge.

Total Work Length: 0.123 Mile(s) Total Work Area: 2.15 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.

INDOT and Federal Highway Administration (FHWA) intend to proceed with the bridge replacement project on SR 66 over Clear Creek, 3.28 miles east of SR 165, Sections 21 & 22, Township 5 South, Range 12 West, Robinson Township, Posey County, Indiana (Appendix B Page 1).

This section of SR 66 is classified as a State Collector and Major Collector. The section of SR 66 is not on the National Highway System or the National Highway Freight Network. The posted speed limit is 50 miles per hour (mph). The bridge (066-65-01129/ NBI 023340) was originally constructed in 1932 and rehabilitated and widened in 1964. The bridge is not eligible for the National Register of Historic Places nor listed on the Indiana Historic Bridge Inventory. This section of SR 66 is an east/west two-lane state route with two paved 12-foot travel lanes and two-foot usable shoulders. The existing bridge over Clear Creek is a cast-in-place concrete stringer with footings placed on rock. It is 46 feet long with a 32.7 foot out-to-out width and a 40-foot span (Appendix I Page 1).

According to the most recent INDOT iTAMS1 report (March 18, 2025), the overall condition of the bridge is generally sound however, there were areas of concrete spalling, cracking, and scaling as well as heavy deterioration across the surface of the South Fascia Beam (Appendix I Page 1). The stream (Clear Creek) was flowing against portions of the abutments, but no footings were exposed at the time of the inspection.

The underside of the deck exhibits intermittent hairline longitudinal cracking with light efflorescence, some spalling, and areas of delamination. The wearing surface has visible cracks in the bituminous surface and there is no waterproofing membrane. On the superstructure, the original fascia exhibits heavy scaling, spalling with exposed reinforcing, and longitudinal cracking with efflorescence, mainly on the exteriors and undersides, with deterioration much more pronounced on the original south facing fascia. On the substructure, has some vertical cracks on both abutments, significant cracking with efflorescence and moderate to heavy scaling on the north end of the east abutment. All four corners exhibit spalling and cracking. The channel is not well aligned with the bridge; the stream is flowing against the abutment but currently no footings are visible. There is also minor to moderate bank erosion but no appreciable drift accumulation.

Land use around and adjacent to the project is primarily row crop agriculture with rural residential at the east and west bounds. Three

streams, Clear Creek, unnamed tributary (UNT) 1 to Clear Creek and UNT 2 to Clear Creek, are within the project area.

The preferred alternative is to replace the existing bridge with a reinforced concrete single span slab bridge (new designation 066-65-10767/NBI 023340). The new bridge will have a 35.33-foot clear roadway width and a 42.55-foot span. Class 1 riprap on Type 1A geotextiles will be installed along the abutments on both banks of the stream extending to the sides of the bridge, and revetment riprap and a sodded drainage turnout will be installed on the southeast side of the bridge. The grade will be raised with full depth pavement and tied back to the existing roadway with transition milling. New riprap lined and/or vegetated ditches will also be constructed and new guardrails placed. Entrances of the two driveways on the south side of the bridge will be reconstructed, and new pipes will be installed under the driveways. Approximately 1.67 acres of new permanent right-of-way (ROW) and no temporary ROW will be needed. Details of the new bridge and all other work discussed in this document are located on the plan sheets in Appendix B (Pages 13-28).

Proposed maintenance of traffic (MOT) involves closing SR 66 and using an approximate 25-mile-long detour. The official state detour will utilize SR 65, I-64, and SR 165. Additional information may be reviewed in Appendix B (Page 15) and in the MOT section of this document.

There will be 1.40 acres of terrestrial habitat impacted, including 0.31 acre of tree removal and 152.6 linear feet of total impacts to 3 streams (Clear Creek, UNT 1 and UNT 2 to Clear Creek).

Every effort to avoid, minimize, and/or mitigate project impacts will be made. The project is limited to the SR 66 over Clear Creek bridge, approaches, and minimum area needed to safely and completely construct the project and limit environmental impacts.

This alternative satisfies both the purpose and need by removing all deficiencies of the existing bridge by replacing it with a completely new bridge and setting the age to zero and condition rating to 9.

This project is focused on the SR 66 over Clear Creek bridge. The termini for the project and the subsequent review of its environmental impacts extend 325 feet east and west from the center of the bridge, totaling 650 feet in length including the incidental construction (all lengths are approximate), encompassing the entirety of the bridge and approaches.

This project demonstrates independent utility because it will replace the existing SR 66 bridge over Clear Creek as an independent project and does not depend on any other planned projects.

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.

Do Nothing Alternative: This alternative would not involve any cost or result in any environmental impacts. However, allowing the bridge to continue degrading would eventually lead to structural failure, necessitating an unscheduled road closure. This would eliminate the SR 66 Clear Creek crossing at this location. Because this alternative does not meet the purpose and need of the project, it was eliminated from further consideration.

Maintenance Alternative: Following the most recent inspection, engineers determined that the structure is not a viable candidate for rehabilitation due to the condition of the superstructure and substructure. This alternative was dismissed because it does not address the structural deficiencies and therefore does not meet the purpose and need of the project.

Bridge Size Options Alternative : As documented in the INDOT Hydraulic Letter for Bridges (Appendix I, Page 12), the following bridge configurations were evaluated for their ability to meet the project's purpose and need:

- Single-span arch top bridge with a 48-foot span
- Single-span spill-through bridge with a 72.1-foot span

Both options meet the purpose and need; however, they were not selected. The preferred alternative, a single-span flat top bridge with a 40-foot span, was chosen because it results in the least environmental impact. Therefore, the other options were eliminated from further consideration.

County Posey Route SR 66 Des. No. 2200689

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.	X
Other (Describe):	

ROADWAY CHARACTER:

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

Name of Roadway: SR 66
Functional Classification: State Collector, Minor Arterial
Current ADT: 6600 VPD (2020) Design Year ADT: 8050 VPD (2047)
Design Hour Volume (DHV): 4.20% Truck Percentage (%) 7.18%
Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	2	ft.	6	ft.
Median Width:	NA	ft.	NA	ft.
Sidewalk Width:	NA	ft.	NA	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): 066-65-01129/023340 Sufficiency Rating: Bridge is sound per 03-18-2025 inspection report
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Cast in place concrete beam		Reinforced Concrete Single Span	
Number of Spans:	1		1	
Weight Restrictions:	42	ton	NA	ton
Height Restrictions:	NA	ft.	NA	ft.
Curb to Curb Width:	30.7	ft.	35.3	ft.
Outside to Outside Width:	32.7	ft.	38.3	ft.
Shoulder Width:	2	ft.	6	ft.

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

The existing SR 66 over Clear Creek single span reinforced cast-in-place concrete bridge (066-65-01129/ NBI 023340) will be replaced with a reinforced concrete single span slab bridge; new designation 066-65-10767/ NBI 023340. The existing bridge is not listed as historic on the Indiana Historic Bridges Inventory. Two driveway pipes will also be replaced. No other small structures or bridges are located within the project area.

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 plan for the project is to close the road to traffic and use an approximate 25-mile-long official state road detour. The detour will utilize SR 65, I-64, and SR 165. (Appendix B Page 15). The detour will add approximately 30-35 minutes of travel time for motorists. Lane closures will be in effect for no more than 12 months.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 0 Right-of-Way: $ 0 Construction: $ 60,000 (2026); 3,577,176 (2027)

Anticipated Start Date of Construction: Spring 2027

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural Row Crop	0.90	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other: Riparian Corridor	0.77	0.00
TOTAL	1.67	0.00

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 existing ROW north and south of SR 66 extends approximately from 21 to 31 feet as measured from the center line, being wider toward the bridge and narrower farther away. The existing ROW consists of mown roadside turfgrass, two gravel field entrances, and riparian corridor.

The project requires approximately 1.67 acres of permanent ROW and no temporary ROW. The permanent ROW impacts are 0.92 acres on the north side of SR 66 and 0.75 acre on the south side. The ROW land use consists of agricultural row crop, riparian corridor, and turfgrass. The new ROW will be used to access Clear Creek, relocate unnamed tributary (UNT) 1 and UNT 2 of Clear Creek, place scour protection, and place the new bridge foundations. Every effort to avoid, minimize, and/or mitigate the projects impacts will be

made.

The ROW required for this project meets the eligibility requirements for issuing an At-Risk Buying Environmental Statement (Appendix I, Page 15), completed April 30, 2025. The proposed ROW does not include any Section 4(f) properties, has not resulted in a predetermination of the selected alternative, and is not associated with any known public controversy. Acquisition will be completed using 100% State funds.

If the scope of work of 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.

An early coordination letter was sent out on December 6, 2024 (Appendix C Pages 1 to 2).

Agency	Date Sent	Date Response Received	Appendix
FHWA	December 6, 2024	NA	
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR DFW)	December 6, 2024	January 3, 2025	C Page 11
INDOT, Vincennes District, Senior Environmental Section Manager	December 6, 2024	December 6, 2024	C Page 5
Indiana Department of Environmental Management (IDEM), Wetlands and Stormwater Programs	December 6, 2024	NA	
Eighth Coast Guard District	December 6, 2024	NA	
IDEM, Groundwater Section	December 6, 2024	NA	
US Department of Housing and Urban Development	December 6, 2024	NA	
US Army Corps of Engineers (USACE)	December 6, 2024	NA	
Indiana Geological and Water Survey (IGWS)	December 6, 2024	December 6, 2024	C Page 6
INDOT, Vincennes District, Project Manager	December 6, 2024	NA	
INDOT, Vincennes District, Project Manager Associate	December 6, 2024	NA	
Natural Resource Conservation Service (NRCS)	December 6, 2024	December 27, 2024	C Page 9
Posey County Commissioners	December 6, 2024	NA	
Posey County Council	December 6, 2024	NA	
Posey County Highway Department	December 6, 2024	NA	
Cup of Love Ministries	December 6, 2024	NA	
Executive Director, Posey County	December 6, 2024	NA	
Floodplain Administrator	December 6, 2024	NA	
Posey County Surveyor	December 6, 2024	NA	
Posey County Emergency Management Agency	December 6, 2024	NA	
Center Township Trustee	December 6, 2024	NA	
Poseyville Fire Department	December 6, 2024	NA	
Evansville Metropolitan Planning Organization (EMPO)	December 6, 2024	NA	
Posey County Sheriff Department	December 6, 2024	NA	
South Terrace Elementary	December 6, 2024	NA	
Metropolitan School District of North Posey County	December 6, 2024	NA	
Poseyville Police Department	December 6, 2024	NA	

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

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts Yes	Impacts 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: 687.56 Linear feet Total impacted stream(s): 152.6 (permanent) / 498.8 (temporary) 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)
Clear Creek	Perennial	146.07	38.4 (permanent) / 0 (temporary)	Under the project bridge Likely Water of the US Flows East to West Appendix F
UNT 1 to Clear Creek	Ephemeral	284.68	50.56 (permanent) / 222.75 (temporary)	SE of the project bridge Not likely a Water of the US Flows SE to NW to Clear Creek Appendix F
UNT 2 to Clear Creek	Ephemeral	337.00	63.64 (permanent) / 276.05 (temporary)	NE of the project bridge Not likely a Water of the US Flows NW to SE to Clear Creek Appendix F

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 pf the project area (Appendix B Page 1), and the RFI report (Appendix E), there are 33 streams/rivers or other jurisdictional water features within the 0.5-mile search radius. There are three streams within or adjacent to the project area. That number was confirmed by the site visit on October 17, 2024, by Kaskaskia Engineering Group (KEG).

These streams are not found on the Federal, Wild, Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding rivers for Indiana; navigable waterways or National Inventory Waterways listings.

A *Waters of the US Determination Report* was completed May 7, 2025, and approved by INDOT Ecology and Waterway Permitting Stormwater Office (EWPSO) May 14, 2025. Please refer to Appendix F for the *Waters of the US Determination Report*. It was determined that one likely jurisdictional perennial stream (Clear Creek), and two likely non-jurisdictional ephemeral streams (UNT 1 to Clear Creek and UNT 2 to Clear Creek), were present. INDOT acknowledges that these features are likely not jurisdictional but is requesting that the USACE take jurisdiction. The USACE makes all final determinations regarding jurisdiction.

Clear Creek is classified as a perennial stream with an ordinary high water mark (OHWM) of 10.16 feet wide and 1.73 feet deep and identified by scour, washed away vegetation, and a clear line impressed on the banks. It has cobble, gravel, and sand substrate. There were no riffles or pools observed during the site visit though water was flowing. In stream cover was estimated at 50 percent. The stream was deemed poor quality in the project area due to ditching, agricultural disturbance, and lack of habitat. It flows southwest and west to Big Creek which then flows to the Wabash River, a Traditional Navigable Waterway. It would likely be considered a Waters of the United States (US) (Appendix F). There will be 38 linear feet of permanent impacts to Clear Creek due to the placement of riprap for scour protection and footings for the new bridge (Appendix B Page 16). There will be no temporary impacts.

UNT 1 to Clear Creek is classified as an ephemeral stream with an OHWM of 3.50 feet wide and 0.75 feet deep identified by scour, shelving, and washed away debris. The substrate is cobble and gravel and there was no water flowing during the site visit. In stream cover was estimated to be 50 percent. The stream was deemed poor quality within the project area due to ditching, agricultural disturbance, and lack of habitat. Though this stream joins Clear Creek, it would likely not be considered a Waters of the US due to its ephemeral classification (Appendix F). Approximately 204 linear feet of UNT 1 to Clear Creek will be relocated northeast 18 feet. There will be 51 linear feet of permanent impacts to UNT 1 to Clear Creek due to the placement of riprap for scour protection and 222.75 linear feet of temporary impacts due to dewatering and construction access (Appendix B Page 16). Temporary impacts will be in place for no longer than 12 months.

UNT 2 to Clear Creek is classified as an ephemeral stream with an OHWM of 3.85 feet wide and 0.33 feet deep identified by scour, shelving, and washed away debris. The substrate is cobble and gravel, and there was no water flowing during the site visit. In stream cover was estimated to be 40 percent. The stream was deemed poor quality within the project area due to ditching, agricultural disturbance, and lack of habitat. Though this stream joins Clear Creek, it would likely not be considered a Waters of the US due to its ephemeral classification (Appendix F). Approximately 337 linear feet of UNT 2 to Clear Creek will be relocated 12 feet NE. There will be 64 linear feet of permanent impacts from riprap that will be placed at the downstream end where it joins Clear Creek and 276.05 linear feet of temporary impacts from dewatering and construction access (Appendix B Page 16). Temporary impacts will be in place for no longer than 12 months.

Mitigation may be required due to over 300 feet of cumulative stream impacts and will be determined during permitting. Permits will likely be needed. Every effort to avoid, minimize, and/or mitigate project impacts will be made. The project is limited to the SR 66 over Clear Creek bridge, approaches, and minimum area needed to safely and completely construct the project and minimize environmental impacts.

The IDNR DFW responded January 3, 2025, with recommendations for streambank stabilization, riparian habitat maintenance and/or creation, and erosion control (Appendix C Page 11-13).

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

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**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, and the RFI report (Appendix E), there are five 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 October 17, 2024, by KEG. Therefore, no impacts are expected.

Wetlands	**Presence**	**Impacts**	
		Yes	**No**
	☐	☐	☐

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

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

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	X	May 14, 2025
Wetland Delineation		
USACE Isolated Waters Determination		

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

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

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E), there are nine National Wetland Inventory (NWI) wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on October 17, 2024, by KEG. Therefore, no impacts are expected.

	Presence	**Impacts**	
		Yes	**NO**
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 1.40 Acre(s) Total tree clearing: 0.31 Acre(s)

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

Based on a desktop review, a site visit on October 17, 2025, by KEG, and the aerial map of the project area (Appendix B Page 1), there are three types of terrestrial habitat within the project area. One type is riparian corridor along the three streams (Clear Creek, UNT 1 and UNT 2 to Clear Creek), another is row crop agricultural, and the third is mowed roadside turfgrass in the existing INDOT ROW.

The riparian corridor along Clear Creek is primarily composed of Johnson grass (*Sorghum halepense*), amur honeysuckle (*Lonicera maackii*), honey locust (*Gleditsia triacanthos*), and tree-of-heaven (*Ailanthus altissima*). The riparian corridor along UNT 1 to Clear Creek is primarily composed of box elder (*Acer negundo*) and white mulberry (*Morus alba*). The riparian corridor along UNT 2 to Clear Creek is primarily composed of sugar maple (*Acer saccharum*).

Impacts to terrestrial habitats include temporary impacts to 0.19 acre of roadside turfgrass, permanent impacts from clearing 0.31 acre of trees and herbaceous understory vegetation from the riparian corridors, and permanent impacts from converting 0.90 acre of the surrounding agricultural land to INDOT ROW (roadside grasses). The conversion of farmland is discussed in further detail in the Farmland section of this CE document. Upon completion, all temporarily disturbed areas will be re-seeded using INDOT-approved seed mix. Trees will be removed during the inactive season for bats (October 1 to March 31).

Avoidance alternatives would not be practical as project limits have been reduced to the smallest area necessary to complete the project. Restoration of disturbed areas shall be completed under the directive of the current INDOT Standard Specifications. Mitigation may be required due to cumulative impacts and will be determined during permitting.

Impacts to terrestrial habitat will be within the new ROW acquisition in order to access Clear Creek, relocate UNT 1 and UNT 2 of Clear Creek, place scour protection, and place the new bridge foundations.

IDNR DFW responded January 3, 2025, with recommendations for streambank stabilization, riparian habitat maintenance and/or

creation, tree mitigation, revegetation, and erosion control (Appendix C Pages 11-13).

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), completed by KEG February 21, 2025, the IDNR Posey County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated January 3, 2025, the Natural Heritage Program's data was checked and "To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project area," (Appendix C Page 11). An INDOT Environmental Services (Vincennes District) 0.5-mile bat review occurred March 21, 2025, and the review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information Planning and Consultation (IPaC) portal, and an official species list was generated December 19, 2024, (Appendix C Page 30). The project is within range of two federally endangered species, the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018) between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on December 19, 2024, and based on the responses provided, the project was found to "may affect, not likely to adversely affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C Page 15). INDOT reviewed and verified the effect finding on December 20, 2024, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) regarding general construction practices (General AMM1), temporary lighting (Lighting AMM 1), and tree removal (Tree Removal AMM 1, Tree Removal AMM 2, Tree Removal AMM 3, and Tree Removal AMM 4) are applicable to this project. Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC, May 23, 2025, indicated one other species, the monarch butterfly (*Danaus plexippus*) present within the project area. The monarch butterfly is listed as a "proposed threatened" species by USFWS. INDOT, on behalf of FHWA, has determined the project will not jeopardize the continued existence of the monarch butterfly or its proposed critical habitat because this species relies on milkweed (*Asclepias sp.*) as a primary food source, especially in the larval stage, and a place to lay their eggs and it is not part of the dominant vegetation in the project area. Though roadsides can be good habitat for these butterflies as they often are comprised of milkweed and other nectar source plants; this particular vegetation does not contain vegetation vital to the survival of the monarch butterfly. Amur honeysuckle, found within the project area, has nectar bearing flowers in the late spring and early summer, it is an invasive Asian species with flowers that are too long/deep for the butterfly to access the nectar. It has been determined that this project will not place the USFWS proposed federally threatened monarch butterfly in jeopardy.

The SR 66 bridge (066-65-01129/ NBI 023340) over Clear Creek in Posey County has shown evidence of use (i.e., nests) by a bird species potentially protected under the Migratory Bird Treaty Act (MBTA) during the October 17, 2024, inspection. Avoidance and minimization measures must be implemented prior to the start of and during 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 egg 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 Migratory Bird RSP (107-C-2023). This firm commitment is included in the *Environmental Commitments* of this document.

A bridge inspection occurred on October 17, 2024, and no signs of bats were found though (Appendix C Page 29) there were several bird nests observed (Appendix F Page 3). USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 17, 2026, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for the 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 the inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

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

Geological and Mineral Resources	**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 in the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B Page 1), the RFI report (Appendix E), and the site visit October 17, 2024, there are no karst features identified within or adjacent to the project area. In the early coordination response December 6, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C Page 6). The Environmental Assessment Report from the IGWS indicated that there is a one percent annual chance of flood hazard, a high liquefaction potential, low potential for sand and gravel resources, and the potential for petroleum exploration wells. Response from IGWS was communicated to the designer on June 9, 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)	X	X	

	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.

The project is located in Posey County, which is not located within the area of 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 Understand (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, no impacts are expected.

The Indiana Department of Environmental Management's (IDEM) Wellhead Proximity Determinator website (www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/) was accessed June 9, 2025 by KEG. This project is not located within a Wellhead Protection Area or Source Water area. No impacts are expected.

The IDNR Water Well Record Database website: was accessed June 9, 2025 by KEG (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=4b4f37e1dde744ce865e1be4d157ac93). No wells are located near this project. Therefore, no impacts are expected.

Based on a desktop review of the Indiana Map (https://viewer.indianamap.org/) by KEG on June 9, 2025, this project is not located within an Urban Area Boundary. No Impacts are expected.

Based on a desktop review, a site visit on October 17, 2024, by KEG, the aerial map of the project area (Appendix B Page 1), and discussion with the INDOT designer, a public water system, German Township Water District Inc., is located within the project area. The public water system will likely be affected. An 8-inch water line running underground west of the bridge may need to be relocated in order to complete the bridge replacement. INDOT Utilities department is coordinating.

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

If applicable, indicate the Floodplain Level?

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

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

Based on a desktop review of the IDNR Indiana Floodway Information Portal by KEG December 17, 2024, (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) and the RFI report (Appendix E), this project is located in a regulatory floodplain as determined from the IDNR Floodplain and Regulatory Assessment (Appendix F Page 10). An early coordination letter was sent on December 6, 2024, to the floodplain administrator. The floodplain administrator did not respond within the 30-day time frame. The project qualifies as a Category 4 per the current INDOT CE manual. No homes are located within the base floodplain within 1,000 feet upstream or downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans

	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*) 230

**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 October 17, 2024, by KEG, and the aerial map of the project area (Appendix B Page 1) the project will convert 0.9 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on December 6, 2025, to the NRCS. NRCS has responded that prime farmland will be converted (Appendix C Page 9). There are 0.9 total acres of prime and unique farmland, and 0.0 total acres statewide important or local important farmland. A total of 0.9 acre of prime farmland will be directly converted. Further coordination with NRCS resulted in a score of 230 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 score is more than the threshold, a significant loss of prime, unique, statewide, or local important farmland will result from this project. After resubmitting the completed AD 1006 form, NRCS did not respond with any avoidance, minimization, or mitigation commitments. This project will utilize the converted farmland to access Clear Creek, relocate UNT 1 and UNT 2 of Clear Creek, place for scour protection, and place the new bridge foundations. The project limits were constrained to the smallest extent possible, but due to ROW acquisition, avoidance alternatives would not be practicable. Avoidance and minimization measures were considered in the alternatives analysis for this project, and the chosen alternative poses the least amount of total impacts to environmental issues addressed in this CE document. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland. Farmland mitigation is not required.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	B-12	January 12, 2026	

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	January 12, 2026	
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	January 12, 2026	
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 January 12, 2026, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 12 under the Minor Projects Programmatic Agreement (Appendix D Page 1). Category B Type 12 is applicable for structure

projects involving the replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), in undisturbed soils when the bridge is not within or adjacent to a National Register-listed or National Register-eligible district or individual above ground resource and the latest Historic Bridge Inventory identified the bridge as non-historic. The project is located in undisturbed soils necessitating a Phase 1 Archaeological Survey which was conducted by Weintraut & Associates, Inc. and submitted to CRO July 31, 2025. It was approved by CRO January 12, 2026, with no comments (Appendix D Page 1). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B Page 1), and the RFI report (Appendix E), there are no potential 4(f) resources located within the 0.5-mile search radius. The October 17, 2024, site visit by KEG confirmed there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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

A review of 6(f) properties on the INDOT ESD website revealed a total of four properties in Posey County (Appendix I Page 16). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	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: State Preservation and Local Initiated Projects FY 2026-2030, page 140

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year 2026-2030 Statewide Transportation Improvement Program (STIP) (Appendix H Page 1).

This project is located in Posey County, which is currently in attainment for all criteria pollutants according to IDEM's Nonattainment Status for Indiana Counties, Current Status and Nonattainment History, by County (www.in.gov/idem/sips/nonattainment-status-of-counties/) and the Environmental Protection Agency's (EPA) Nonattainment Areas for Criteria Pollutants also known as the Green Book (www3.epa.gov/airquality/greenbook/anayo_in.html). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION G - NOISE

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: 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 Posey County Comprehensive (PCC) states several goals for and around the SR 66 corridor (Appendix I Page 17). The PCC shows SR 66 as a Major Collector connecting New Harmony, on the west side at the Indiana/Illinois border, across the county to the Evansville urban area in Vanderburgh County, on the east side. This project supports the stated transportation outcomes for the bridges in Posey County, by maintaining the crossing over Clear Creek in its current location, thus allowing continued travel across Posey County between New Harmony and Evansville. This project also takes into consideration the future goal of SR 66 having wider shoulders by increasing the width of the shoulders from two feet wide on the current bridge to six feet wide on the new. This project is not anticipated to negatively affect community cohesion, the local tax base, or property values within the county, and connectivity to community resources will not be permanently affected.

On June 9, 2025, KEG staff reviewed indianafestivals.org for any special events or festivals in Posey County throughout the year and no events are listed for Posey County. However, the Visit Posey County website (visitposeycounty.com) lists numerous festivals and events occurring annually: New Harmony Farmers' and Artisans' Market occurs every Saturday between mid-May and the end of September, the New Harmony Antique Show and Car Cruise-In occurs in mid-June, New Harmony Firefly Festival end of June, Posey County 4-H Fair mid-July, Mount Vernon River Days Festival mid-September, Kunstfest mid-September, Poseyville Autumnfest end-September, Meet in the Street early-October, New Harmony Halloween Party end-October, Christmas in New Harmany early-December, and Christmas on Main Street mid-December. Announcements regarding construction activities will be published on the INDOT social media pages and coordination with the community will occur to minimize disruptions to the extent possible to any possible festivals.

Delays shall occur during construction (approximately 12 months) but will cease with project completion. Temporary community and economic impacts will occur due to increased travel time and expense; therefore, no long-term negative impacts to the community or its economy are expected. There are no pedestrian facilities within the project area and, and therefore, Americans with Disability Act (ADA) compliance is not required.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, Page 1), and the RFI report (Appendix E), there is one public facility within the 0.5-mile search radius. The religious facility, Cup of Love Ministries, was located within the search radius but will not be impacted by the project. There are no public facilities within or adjacent to the project area. This was confirmed by the site visit on October 17, 2025, by KEG. Therefore, no impacts are expected.

Telephone, electric, natural gas, wastewater, and fiber optic utilities are likely present within the project area. The INDOT Utilities Department will request the 811 report and will coordinate between the designer and the utility providers upon receipt of the report to minimize and mitigate any impacts. Per discussion with the INDOT designer, a public water system, German Township Water District Inc., facility is located within the project area. The public water system will likely be affected. An 8-inch water line running underground west of the bridge may need to be relocated in order to complete the bridge replacement. INDOT Utilities department is coordinating.

Access to all properties will be maintained during construction.

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

Environmental Justice (EJ) (Presidential EO 12898)	**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: _____ Businesses: _____ Farms: _____ Other: _____

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): February 21, 2025

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

Based on a review of geographic information system (GIS) maps and available public records, the RFI was completed on February 21, 2025, and INDOT Site Assessment and Management (SAM) provided their concurrence on February 21, 2025 (Appendix E). One leaking underground storage tank is located within 0.5 mile of the project area. One area of institutional controls is located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	X
Regional General Permit (RGP)	
Individual Permit (IP)	
Isolated Wetlands	
Construction General Stormwater Permit (formerly Rule 5)	X
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."

Per coordination with INDOT EWPSO on May 29, 2025, due to impacts to likely Waters of the U.S., a USACE Section 404 Nationwide Permit (NWP), and an IDEM 401 NWP will be required. Due to over one acre of soil disturbance, an IDEM Construction Stormwater General Permit will be required. Stream mitigation will likely be required due to cumulative impacts to streams greater than 300 feet. This project qualifies for the IDNR Rural Bridge Exemption (Appendix C Page 14) thus a Construction in a Floodway Permit from IDNR is not required.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Vincennes 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) The SR 66 bridge (066-65-01129/ NBI 023340) over Clear Creek in Posey County has shown evidence of use (i.e., nests) by a bird species potentially protected under the Migratory Bird Treaty Act (MBTA) during the October 17, 2024, 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 egg 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 Migratory Bird RSP (107-C-2023). (INDOT ESD)

4) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 17, 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 the inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD and INDOT Vincennes District)

5) 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)

6) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

7) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)

8) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)

9) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)

10) Tree Removal AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)

For Further Consideration:

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

12) Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

13) Align the road along or through previously disturbed and degraded areas and disturb as narrow an area as possible to minimize negative impacts. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR DFW)

14) All plant material, mud, and debris should be removed and all water drained from any equipment before entering or leaving the waterway to prevent the spread of aquatic and terrestrial invasive species. (IDNR DFW)

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

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

17) Grouted riprap is not recommended due to negative impacts to fish, wildlife, and botanical resources. (IDNR DFW)

18) If possible, the project design should avoid inclusion of a cofferdam. If a cofferdam is deemed critical for the construction to

occur, please submit a justification for the necessity of the cofferdam with any permit application. (IDNR DFW)

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

20) Operate equipment used to replace/rehabilitate/modify stream crossings from the existing roadways whenever possible. (IDNR DFW)

21) Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with appropriate structural armament such as riprap. (IDNR DFW)

22) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to [site indicated] and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)

23) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the 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 Southern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR DFW)

24) 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)

Kaskaskia Engineering Group, LLC

323 Main St
Suite E
Evansville, IN 47708
618.233.5877 *phone*
618.233.5977 *fax*

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Appendix A
INDOT Supporting Information

Categorical Exclusion Level Thresholds Des 2200689

	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





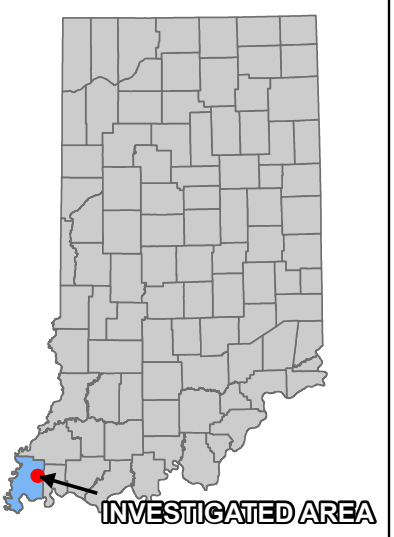


Figure 1
Site Location Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Investigated Area

Map Source: Esri and IndianaMAP, 2025

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025



Figure 3
USGS Topographic Frankton Quadrangle
Small Scale Map 1:24,000
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Investigated Area

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025

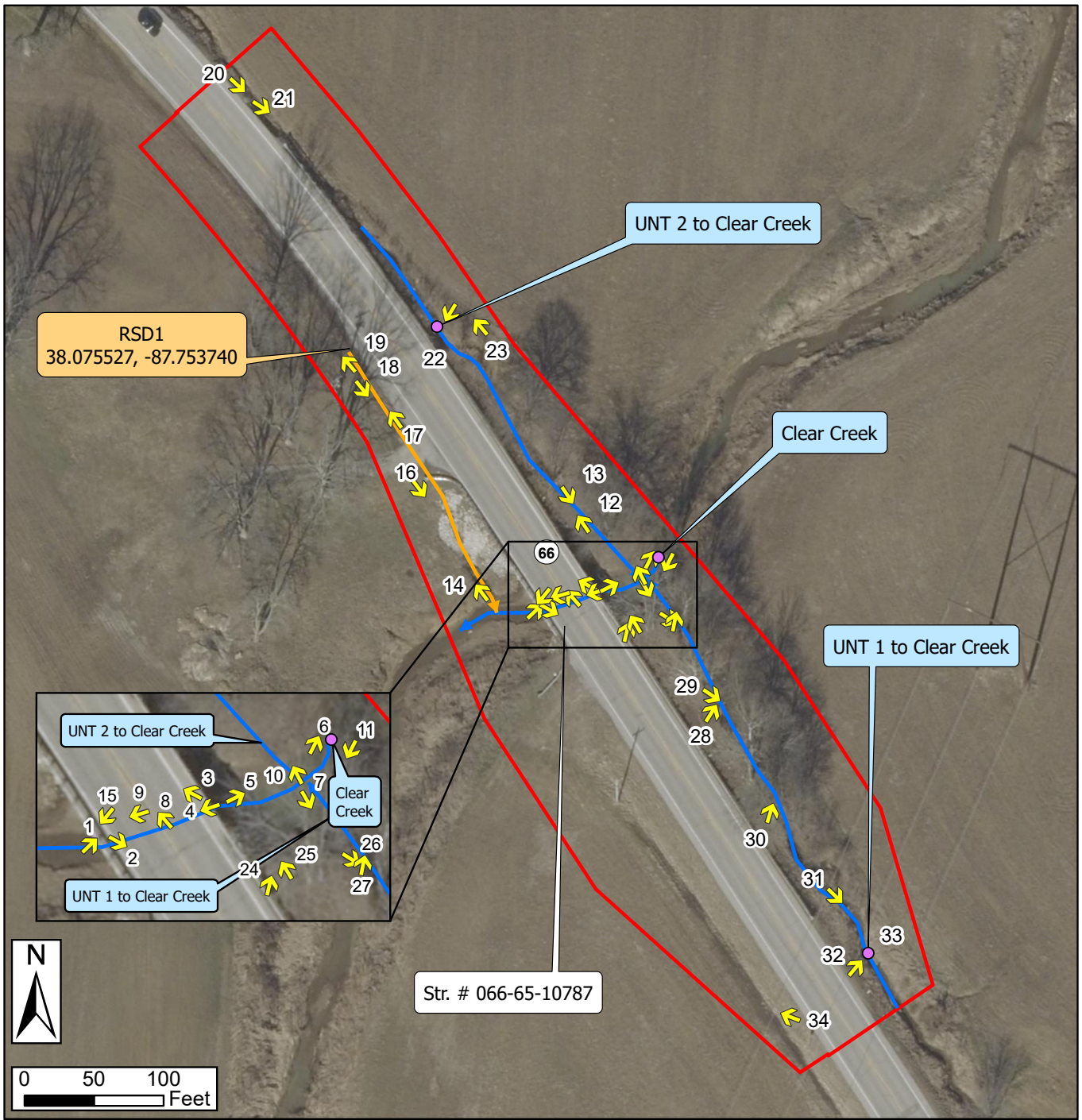


Figure 9
Photo Direction Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

- Ordinary High Water Mark
- Photos
- Roadside Ditch
- Streams
- Investigated Area

Kaskaskia Engineering Group, LLC

Created by Brigitte M. 4/4/2025



1. Facing northeast looking upstream of Clear Creek from under the bridge (Structure [Str] #066-65-01129/ National Bridge Inventory [NBI] #023340).



2. Facing southeast from the bed of Clear Creek looking at the south backwall of the bridge (Str. #066-65-01129/ NBI #023340).



3. Facing northwest from the bed of Clear Creek looking at the north backwall of the bridge (Str. #066-65-01129/ NBI #023340).



4. Facing southwest looking downstream of Clear Creek from under the bridge (Str. #066-65-01129/ NBI #023340).



5. Facing northeast looking upstream of Clear Creek from directly under the bridge (Str. #066-65-01129/ NBI #023340).



6. Facing northeast looking upstream towards Clear Creek and its Ordinary High Water Mark (OWHM). The OHWM was observed to be 10.16 feet wide and 1.83 feet deep (Lat/Long 38.075209, -87.753422).



7. Facing southeast from the bed of Clear Creek, looking upstream of unnamed tributary (UNT) 1 to Clear Creek.



8. Facing northwest looking at bird nests present under the deck of the bridge (Str. #066-65-01129/ NBI #023340).



9. Facing southwest looking downstream of Clear Creek towards animal prints in the stream channel and on the bank.



10. Facing northwest looking upstream of UNT 2 to Clear Creek at its confluence with Clear Creek.



11. Facing southwest looking downstream of Clear Creek towards State Route (SR) 66 and the existing bridge (Str. #066-65-01129/ NBI #023340).



12. Facing northwest looking upstream towards UNT 2 to Clear Creek in the northeast quadrant of the investigated area.



13. Facing southeast looking downstream of UNT 2 to Clear Creek towards its confluence with Clear Creek in the northeast quadrant of the investigated area.



14. Facing northwest looking towards Roadside Ditch (RSD) 1 from the bed of Clear Creek in the northwest quadrant of the investigated area.



15. Facing southwest looking downstream of Clear Creek south of SR 66 in the northwest quadrant of the investigated area.



16. Facing southeast at RSD1 at its confluence with Clear Creek in the northwest quadrant of the investigated area.



17. Facing northwest looking towards the end of RSD1, parallel to SR 66 in the northwest quadrant of the investigated area.



18. Facing southeast looking down RSD1 as it runs under a residential driveway towards Clear Creek in the northwest quadrant of the investigated area.



19. Looking northwest towards the end of the investigated area in the northwest quadrant of the investigated area.



20. Facing southeast from the edge of the investigated area towards SR 66 in the northwest quadrant of the investigated area.



21. Facing southeast looking downstream of UNT 2 to Clear Creek in the northeast quadrant of the investigated area.



22. Facing southeast looking downstream of UNT 2 to clear Creek in the northeast quadrant of the investigated area. The OHWM was observed to be 3.58 feet wide and 0.33 foot deep (Lat/Long: 38.075566, -87.753858).



23. Facing northwest at agricultural fields in the northeast quadrant of the investigated area.



24. Facing northeast looking downstream of UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



25. Facing northwest looking towards Clear Creek from the south bank of UNT 1 to Clear Creek.



26. Facing southeast looking upstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



27. Facing northeast looking downstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



28. Facing northeast looking downstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



29. Facing southeast looking upstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



30. Facing northeast looking downstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



31. Facing southeast looking upstream towards UNT 1 to Clear Creek in the southeast quadrant of the investigated area.



32. Facing southeast looking upstream towards UNT 1 to Clear Creek at the southeast limits of the investigated area.



33. Facing northeast looking across UNT 1 to Clear Creek in the southeast quadrant of the investigated area. The OHWM was observed to be 3.50 feet wide and 0.75 foot deep (Lat/Long: 38.074595, -87.753009).



34. Facing northwest from the southwest limits of the investigated area towards SR 66 and the bridge (Str. #066-65-01129/ NBI #023340).

PROJECT	DESIGNATION
2200689	2200689
CONTRACT	BRIDGE FILE
B-44516	066-65-10767

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
066-65-10767	Bridge Replacement	Single Span: 42'-6 1/2" Skew: 10° Rt.	Clear Creek	Sta. 630+52 Line "B"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
2200689*	SR 66 Bridge Replacement in Posey Count
2200691	Sr 69 Bridge Deck Overlay in Posey County
* Lead Project	

INDIANA DEPARTMENT OF TRANSPORTATION

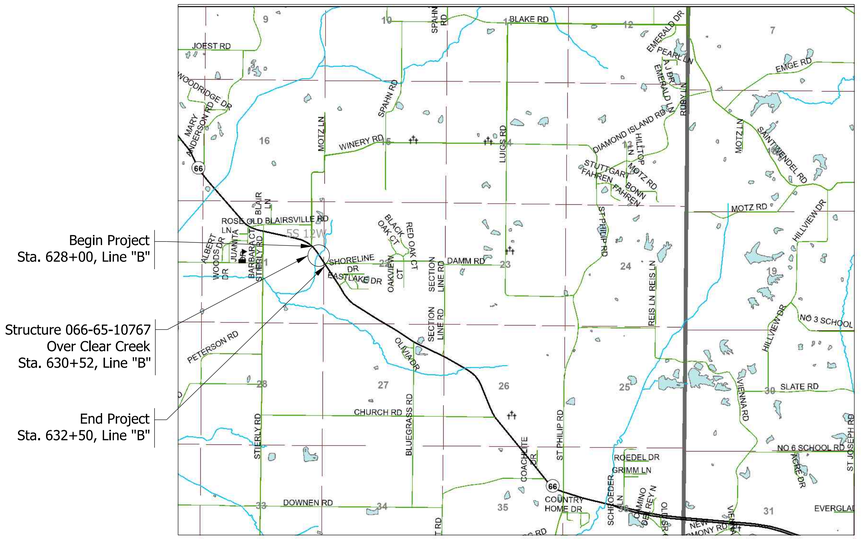
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FOR SPANS OVER 20 FEET

ROUTE: SR 66 AT: RP 12+6

PROJECT NO. 2200689 P.E.
2200689 R/W
2200689 CONST.

Project Type on SR 66 over Clear Creek
Located 3.28 Miles East of SR 165
Section 21 & 22, T-5-S, R-12-W, Robinson of Township, Posey County, Indiana



SCALE: 1" = 4000'

TRAFFIC DATA		
A.A.D.T.	(2027)	7505 V.P.D.
A.A.D.T.	(2047)	8050 V.P.D.
D.H.V	(2047)	775 V.P.H.
DIRECTIONAL DISTRIBUTION		50.06 %
TRUCKS		7.18 % A.A.D.T.
		4.20 % D.H.V.

DESIGN DATA	
DESIGN SPEED	50 M.P.H.
PROJECT DESIGN CRITERIA	3R (FREEWAY)
FUNCTIONAL CLASSIFICATION	STATE COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
Posey

LATITUDE: N 38°4'31" LONGITUDE: W 87°45'13"

BRIDGE LENGTH: 0.008 MI.
ROADWAY LENGTH: 0.077 MI.
TOTAL LENGTH: 0.085 MI.
MAX. GRADE: 0.43 %

HUC: 051201130704

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

PLANS PREPARED BY: Anthony Schuler, P.E. 317-232-5386
PHONE NUMBER

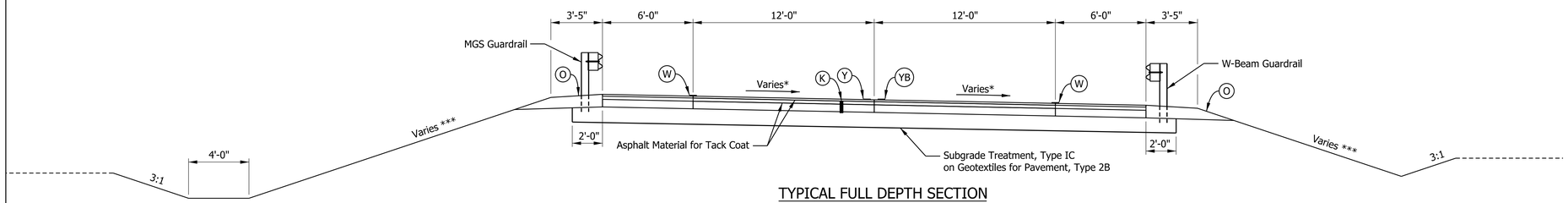
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RECOMMENDED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE
066-65-10767
DESIGNATION
2200689

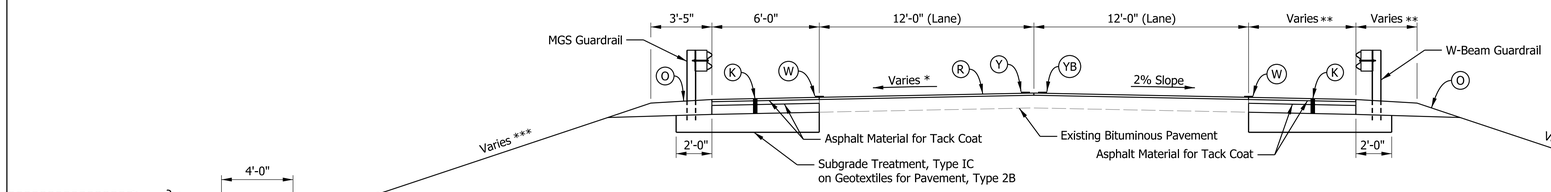
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CONTRACT	PROJECT
B-44516	2200689

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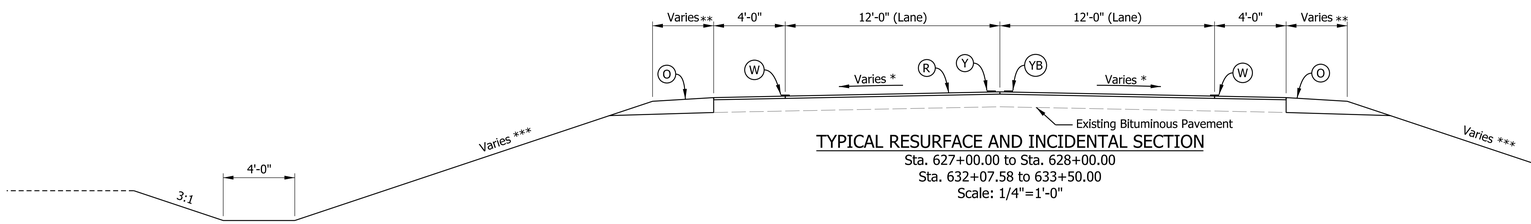
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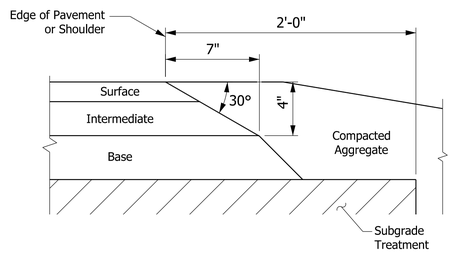
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TYPICAL RESURFACE AND INCIDENTAL SECTION

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



SAFTEY EDGE ON HMA PAVEMENT

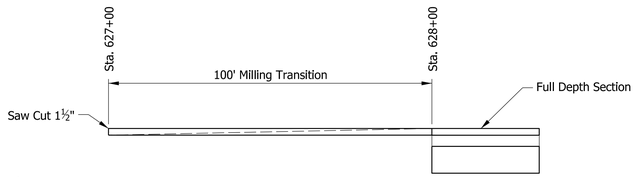
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- (O) Variable Depth Compacted Aggregate, No. 53
- (R) Milling Asphalt, 1½" 165 lbs/syd QC/QA-HMA, 3, 58H, Surface, 9.5 mm
- (W) Line, Muti-Component, Solid, White, 6 in.
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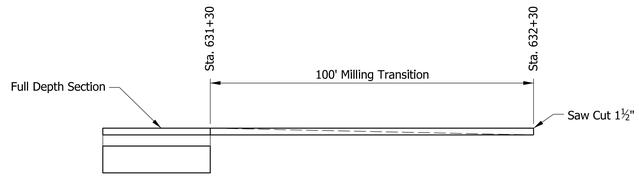
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** See Approach Details for Details
*** See Cross Sections for Details

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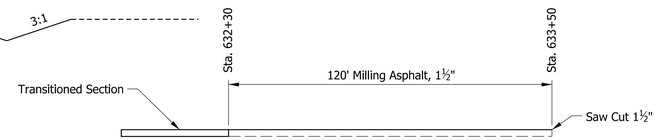
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ENDING TRANSITION MILLING DETAIL

Not to Scale



ENDING PAVEMENT MILLING DETAIL

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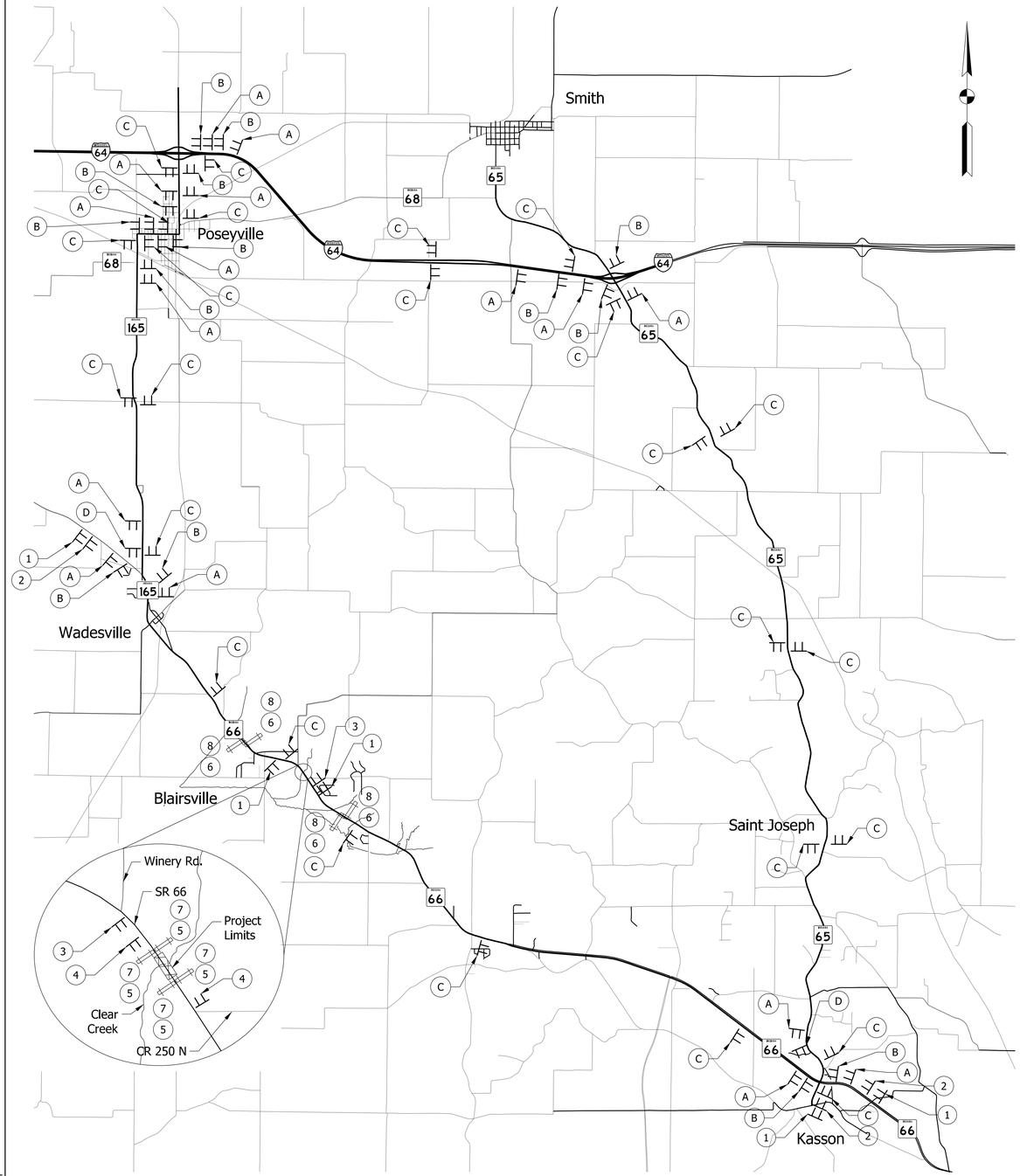
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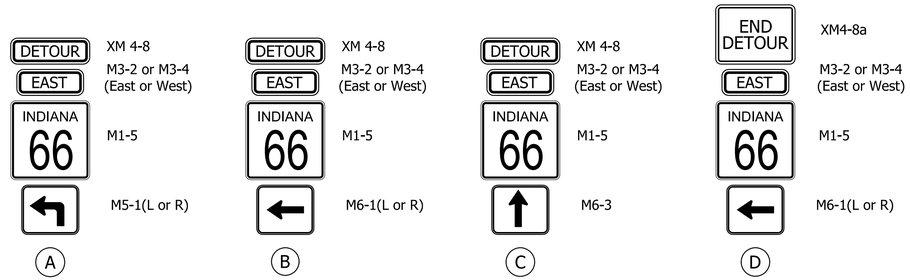
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DEPARTMENT OF TRANSPORTATION

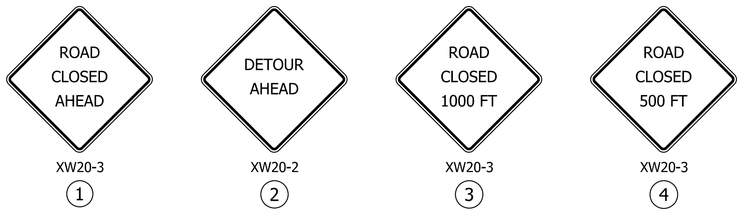
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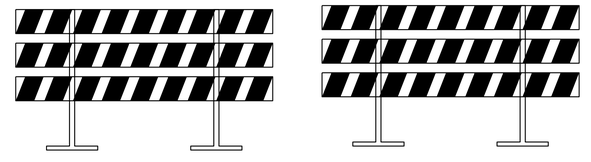
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	2200689
	SHEETS
	3 of 19
CONTRACT	PROJECT
B-44516	2200689

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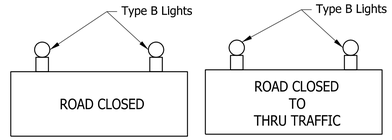


TYPE III-A BARRICADE
(Stripped on One Side)

5

TYPE III-B BARRICADE
(Stripped on Both Sides)

6



7 8

MAINTENANCE OF TRAFFIC QUANTITIES		
Description	Quantity	Unit
Construction Sign, Type A	12	EACH
Detour Route Marker Assembly	57	EACH
Road Closure Sign Assembly	4	EACH
Type IIIA Barricade	72	LFT
Type IIIB Barricade	96	LFT
Maintaining Traffic	1	LSM

LEGEND

- Barricade
- Sign/Sign Assembly
- Detour Route

NOTES:

1. Detour Route Marker Assembly Shall Be Placed Per Standard Drawings E 801-TCDT-04.
2. For Signs Details See Standard Drawing E 801-TCSN-01 to 06 and IMUTCD.
3. Type B Construction Warning Lights shall be used with all signs located on barricades. Type A Construction Warning Lights shall be used on all other construction signs.
4. Trafic Control Devices shall be in accordance with Standard Drawing E 801-TCDV.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ARS 4/2024 DRAWN: MGA 4/2024

CHECKED: DAS 9/2024 CHECKED: ARS 4/2024

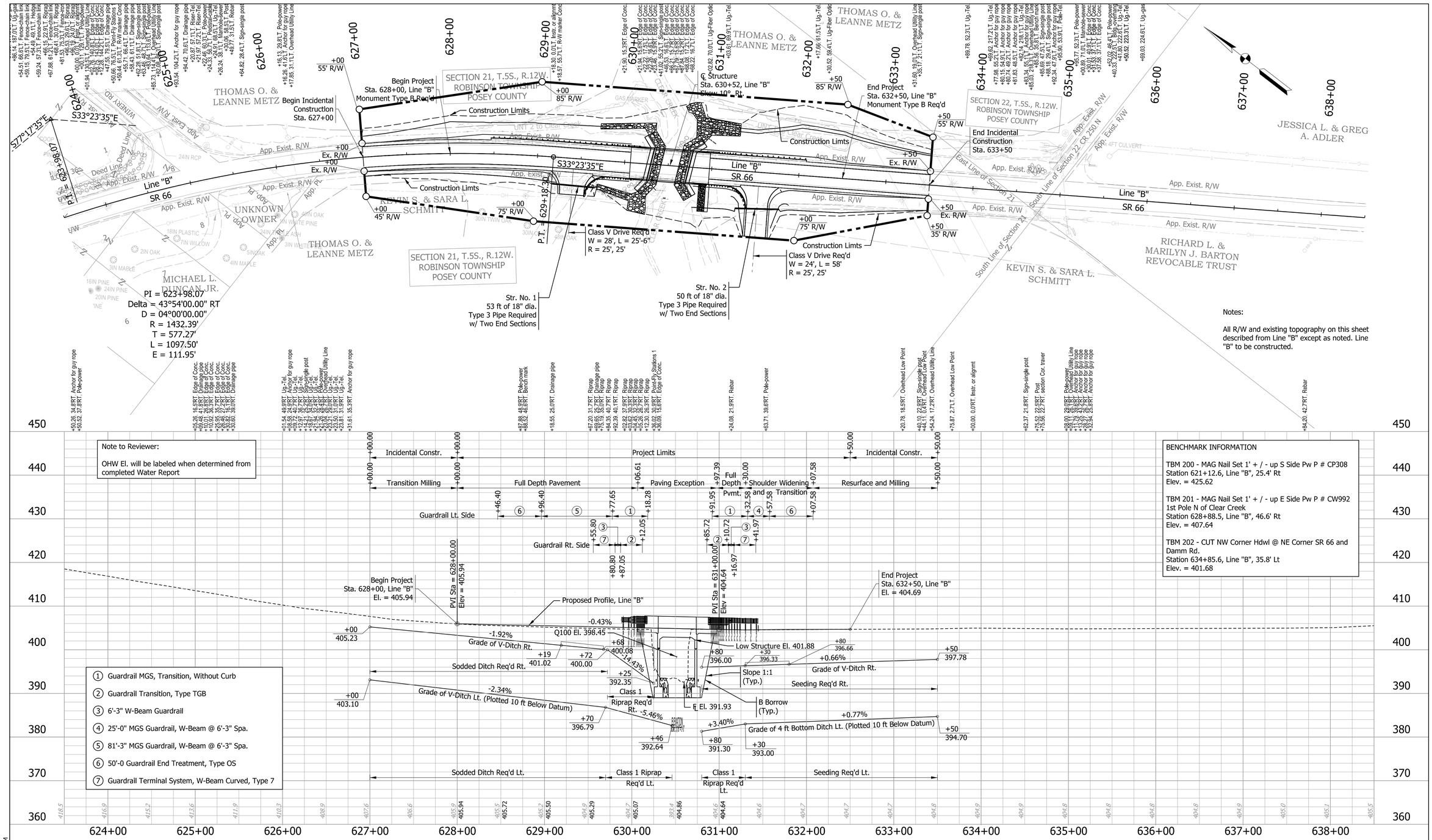
INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR

SCALE	BRIDGE FILE
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	DESIGNATION
	2200689
	SHEETS
	4 of 19
CONTRACT	PROJECT
B-44516	2200689

Plot: 4/3/2025 11:41 AM

File: pw:\\indot-pw.bentley.com:indot-pw-01\Documents\Vincennes\2200689\Design\MS\Sht Detour.dgn
Model:BR_Detail Sheet



100	NORTH	237212.3987	
	EAST	843144.6055	
O.P.O.T. 620+03.34 "B", 34.19' Rt.			
101	NORTH	236988.7458	
	EAST	843643.1679	
O.P.O.T. 625+49.77 "B", 31.48" Lt.			
102	NORTH	236503.0828	
	EAST	843957.0860	
O.P.O.T. 631+24.08 "B", 21.91' Rt.			
103	NORTH	235940.4919	
	EAST	844303.0371	
O.P.O.T. 637+84.20 "B", 42.71' Rt.			

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: ARS	9/2024	DRAWN: ARS	9/2024
CHECKED: DAS	9/2024	CHECKED: DAS	9/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

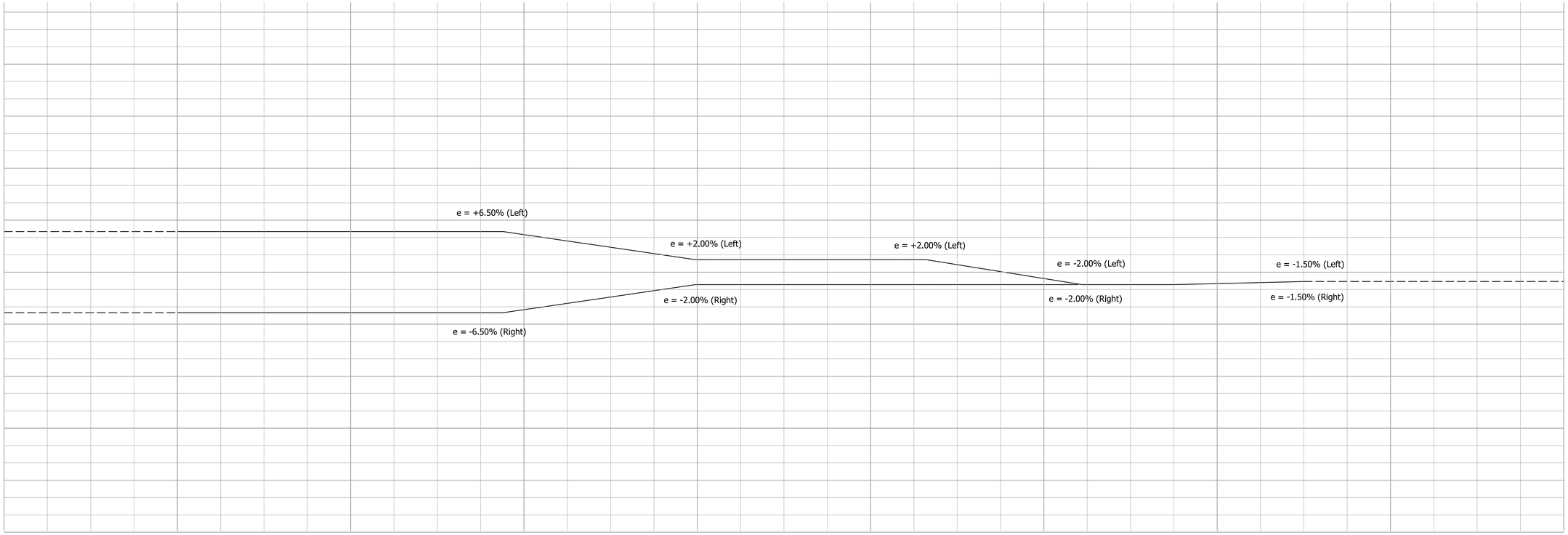
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1" = 10'-0" Vert.	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
Electronic	5 of 19
CONTRACT	PROJECT
B-44516	2200689

Plot: 4/3/2025 11:41 AM

File: pw:\\indot-pw.bentley.com:indot-pw-01\Documents\Vincennes\2200689\Design\MS\Sht Plan and Profile
Model: Plan and Profile

Note to Reviewer:

Superelevation Diagram will be finalized on the next submittal



RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ARS 9/2024 | DRAWN: ARS 9/2024

CHECKED: DAS 9/2024 | CHECKED: DAS 9/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

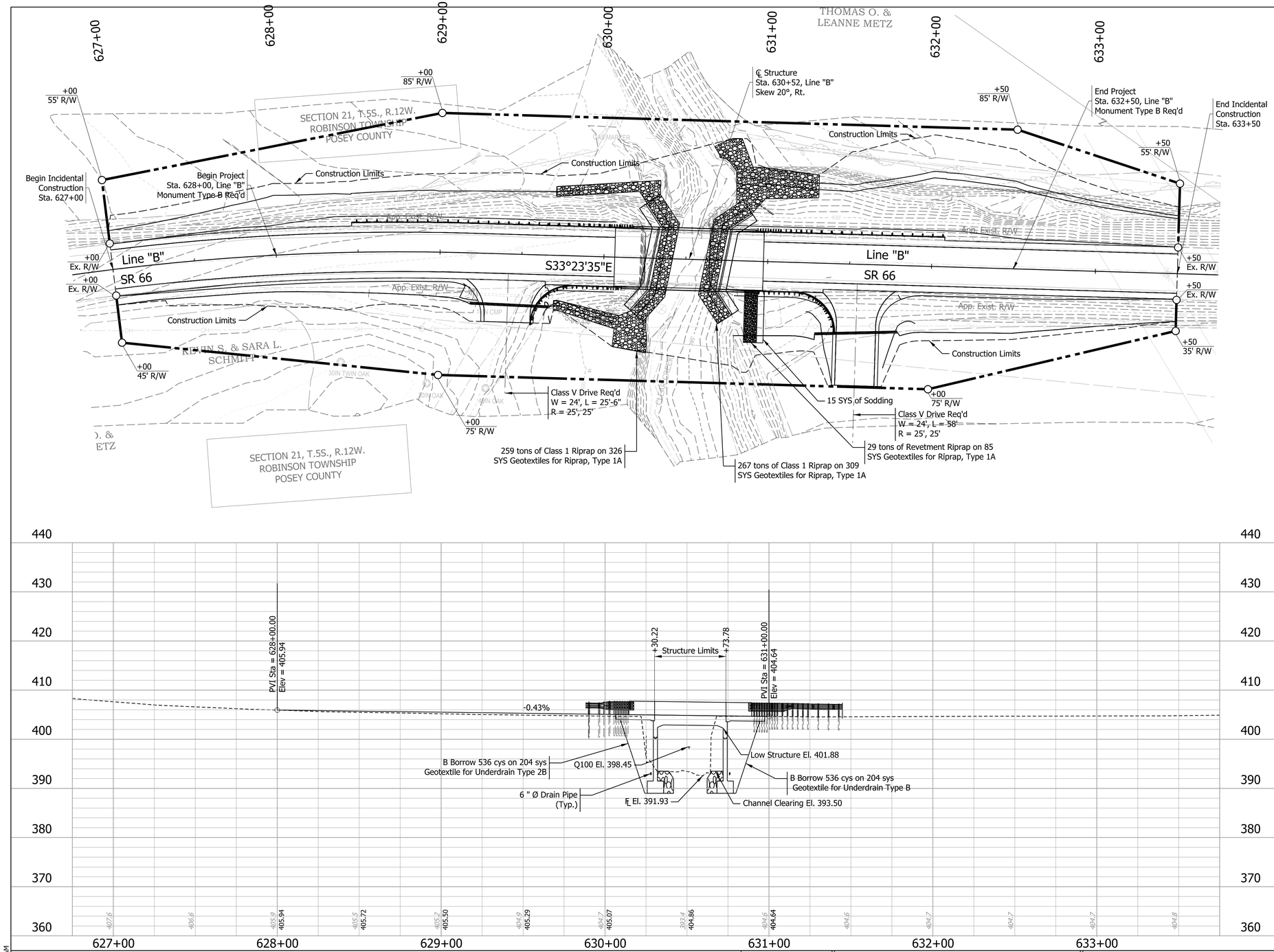
SUPERELEVATION DIAGRAM

SCALE	BRIDGE FILE
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	DESIGNATION
	2200689

SURVEY BOOK	SHEETS		
Electronic	6	of	19
CONTRACT	PROJECT		
B-44516	2200689		

Plot: 4/3/2025 11:41 AM

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Model: P_ALG_Vertical Alt 2 - Superelevation [Sheet]



PRESENT STRUCTURE

The existing structure is a reinforced concrete beam bridge built in 1932 with a single 40'-0" span and 24'-0" clear roadway. Existing structure to be removed.

HYDRAULIC DATA

Waterway Opening Required	138.1	Sq. ft.
Waterway Opening Provided	206	Sq. ft.
Drainage Area	2	Sq. mi.
Design Discharge, Q100	1120	Cfs.
Velocity	9.41	Fps.
Q100 Elev.	398.45	ft.
Estimated Scour Elev.	385.37	ft.
Backwater at Q100	1.07	ft.
Existing Waterway Opening	138.1	Sq. ft.
Existing Backwater	1.07	ft.
Upper Limit of Wet Exc. Elev.	393.50	ft.
Low Structure Elev.	401.88	ft.
Existing Low Structure Elev.	401.38	ft.

HYDRAULIC SCOUR DATA

Q100 Discharge	1120	cfs
Q100 Elev.	398.45	ft.
Velocity at Q100	9.41	ft/sec
Scour Depth (Contraction)	4.40	ft.
Scour Depth (Total)	4.40	ft.
Low Scour Elev.	387.53	ft.
Q500 Discharge	1512	cfs
Q500 Elev.	398.03	ft.
Velocity at Q500	11.60	ft/sec
Scour Depth (Contraction)	6.56	ft.
Scour Depth (Total)	6.56	ft.
Low Scour Elev.	385.37	ft.

EARTHWORK TABULATION

Fill + 25%	1652	Cys.
Common Excavation	1416	Cys.
Usable Waterway Excavation (70%)	96	Cys.
Surplus Foundation Excavation	1072	Cys.
Waste	932	Cys.
Total Waterway Excavation	136	Cys.
Benching (Estimated)	1299	Cys.

No direct payment. Benching will not be paid for as Common Excavation.

REINFORCED CONCRETE SLAB BRIDGE
SINGLE SPAN, 42'-6 1/2"
35'-4" CLEAR ROADWAY, SKEW 10° RT.
SR 66 OVER CLEAR CREEK
POSEY COUNTY

Plot: 4/3/2025 11:41 AM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: ARS 9/2024 | DRAWN: ARS 9/2024

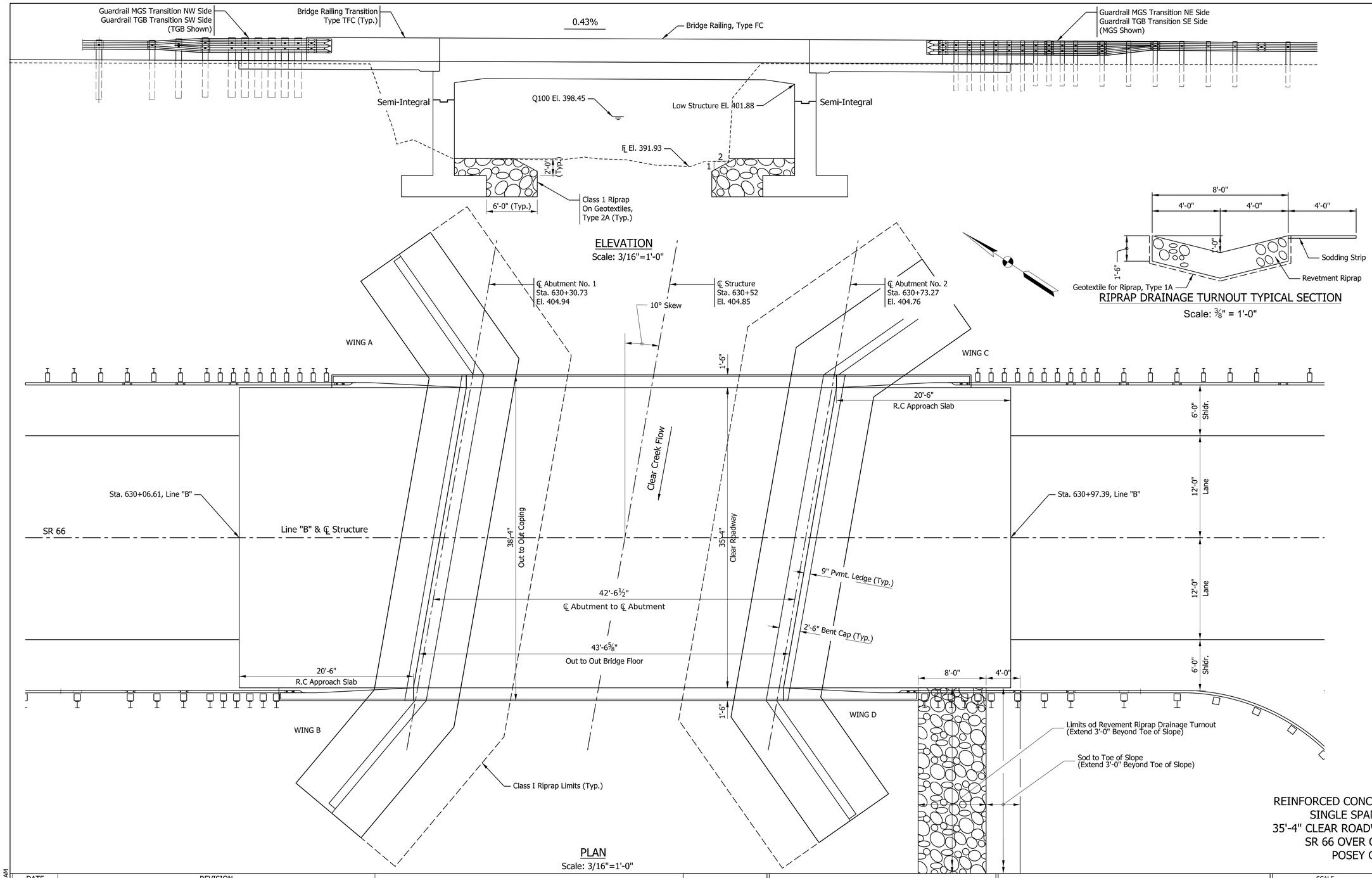
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INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT

SCALE	BRIDGE FILE
1" = 30'-0" Horz.	066-65-10767
	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
Electronic	7 of 19
CONTRACT	PROJECT
B-44516	2200689

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Model: Layout Sheet



REINFORCED CONCRETE SLAB BRIDGE
SINGLE SPAN, 42'-6 1/2"
35'-4" CLEAR ROADWAY, SKEW 10° RT.
SR 66 OVER CLEAR CREEK
POSEY COUNTY

DATE	REVISION

Plot: 4/3/2025 11:42 AM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

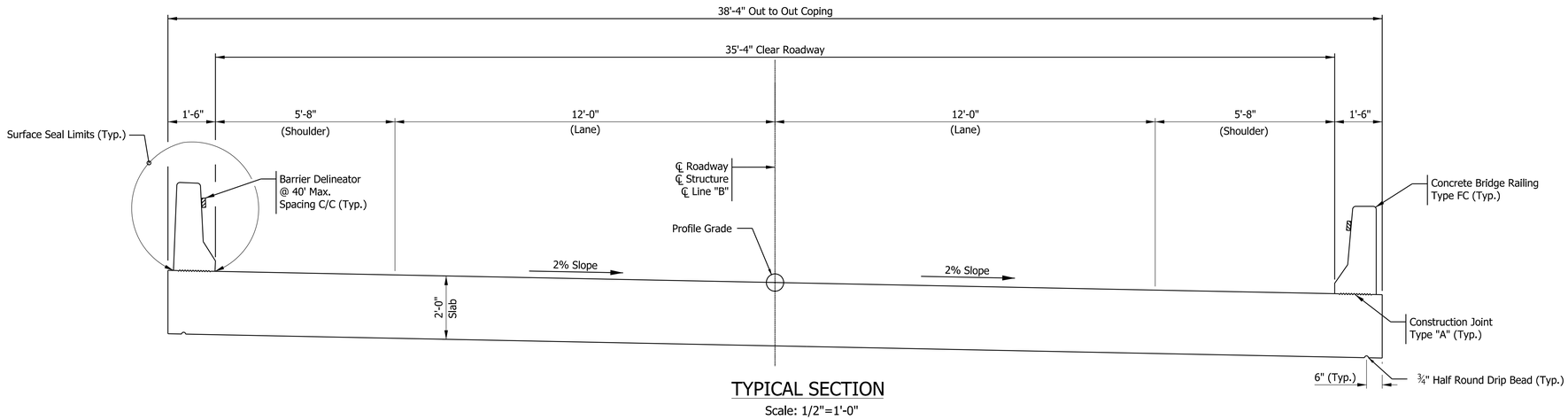
DESIGNED: ARS 9/2024	DRAWN: ARS 9/2024
CHECKED: DAS 9/2024	CHECKED: DAS 9/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
SHEET NO. 1

SCALE	BRIDGE FILE
AS SHOWN	066-65-10767
	DESIGNATION
	2200689
	SHEETS
	8 of 19
CONTRACT	PROJECT
B-44516	2200689

File: pw:\\indot-pw.bentley.com:indot-pw-01\Documents\Vincennes\2200689\Design\MS\Sht General Plan No. 1
Model:BR_Detail Sheet



TYPICAL SECTION

Scale: 1/2"=1'-0"

GENERAL NOTES

Reinforcing steel covering to be 2½" in top and 2" minimum in bottom of floor slabs, 3" in footing, except bottom steel which shall be 4", and 2" in all other parts, unless noted.

The following surfaces shall be Surface Sealed:

The Bridge Railing and the Concrete Bridge Railing Transitions.

DESIGN DATA

Design Strength:

Class C Concrete	fc' = 4,000 psi
Class A Concrete	fc' = 3,500 psi
Class B Concrete	fc' = 3,000 psi
Reinforcing Steel (Grade 60)	fy = 60,000 psi

Live Load:

Designed for HL-93 Loading in accordance with the AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020, and its subsequent Interims.

Dead Load:

Actual Weight Plus 35 psf (Composite) for Future Wearing Surface.

Slab Designed with a Structural Depth of 1'-11½" and ½" Integral Wearing Surface.

SEISMIC DESIGN DATA

Seimic Performance Zone = ???
Acceleration Coefficient = ???
Seismic Site Class = ???

Note to Reviewer: Seismic information will be provided after recieving the geotechnical report

REINFORCED CONCRETE SLAB BRIDGE
SINGLE SPAN, 42'-6 1/2"
35'-4" CLEAR ROADWAY, SKEW 10° RT.
SR 66 OVER CLEAR CREEK
POSEY COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ARS 9/2024 | DRAWN: ARS 9/2024

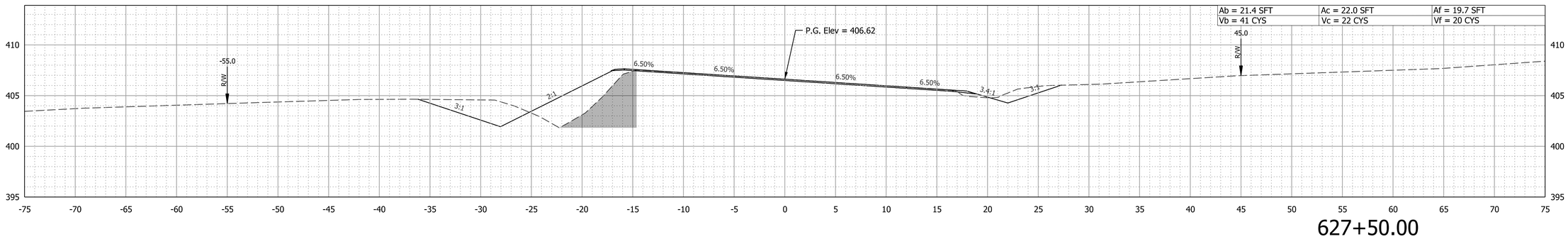
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INDIANA
DEPARTMENT OF TRANSPORTATION

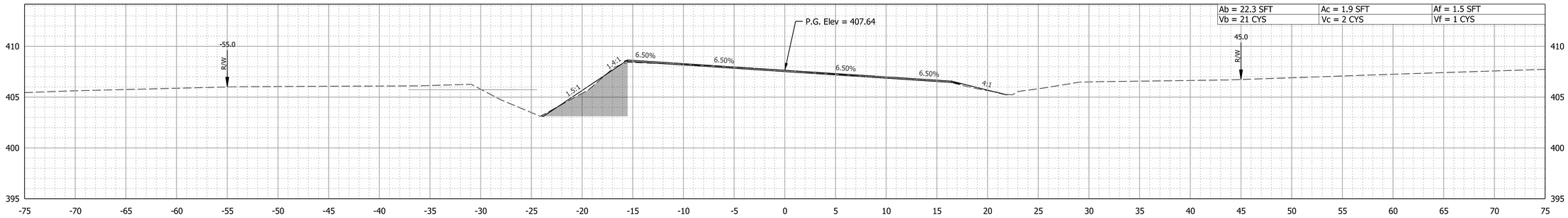
GENERAL PLAN
SHEET NO. 2

SCALE	BRIDGE FILE
1/2" = 1'-0"	066-65-10767
	DESIGNATION
	2200689
	SHEETS
	9 of 19
CONTRACT	PROJECT
B-44516	2200689

Plot: 4/3/2025 11:42 AM
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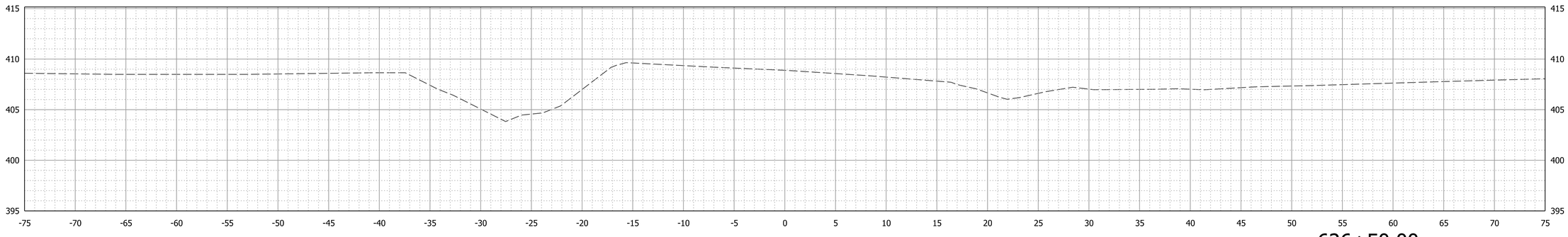


627+50.00



BEGIN INCIDENTAL CONSTRUCTION
STA. 627+00, LINE "B"

627+00.00



626+50.00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

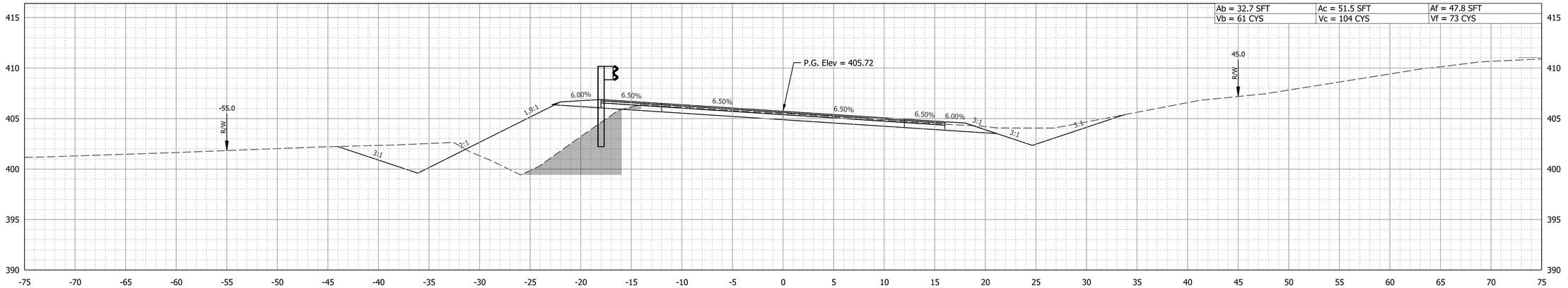
DESIGNED: ARS 9/2024
DRAWN: ARS 9/2024
CHECKED: DAS 9/2024
CHECKED: DAS 9/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

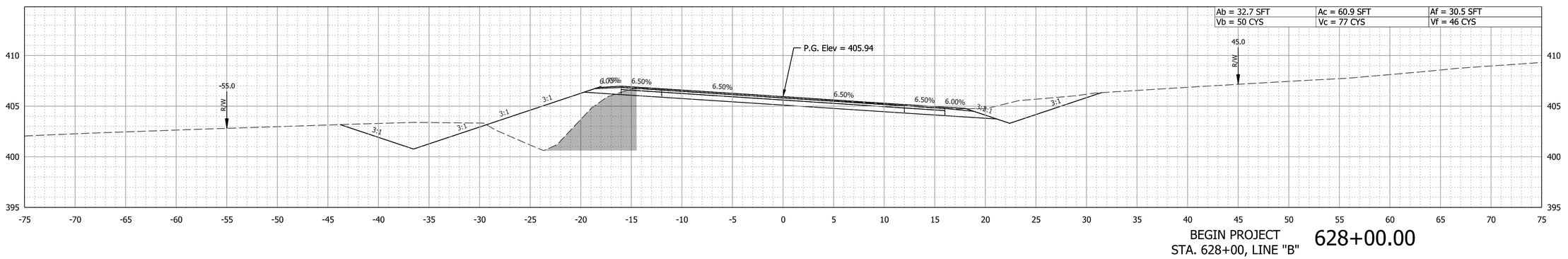
CROSS SECTIONS
LINE "B"

SCALE	BRIDGE FILE
1" = 5'-0"	066-65-10767
	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
	12 of 19
CONTRACT	PROJECT
B-44516	2200689

Plot: 4/3/2025 11:42 AM
File: pw:\\indot-pw.bentley.com:indot-pw-01\Documents\Vincennes\2200689\Design\MS\Sht Cross Sections
Model: Sheet 1



628+50.00



BEGIN PROJECT
STA. 628+00, LINE "B"

628+00.00

Plot: 4/3/2025 11:42 AM

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Model: Sheet 2

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

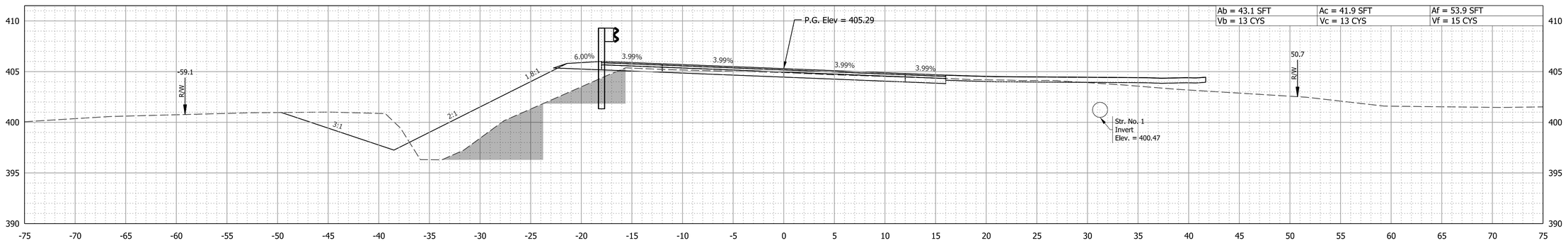
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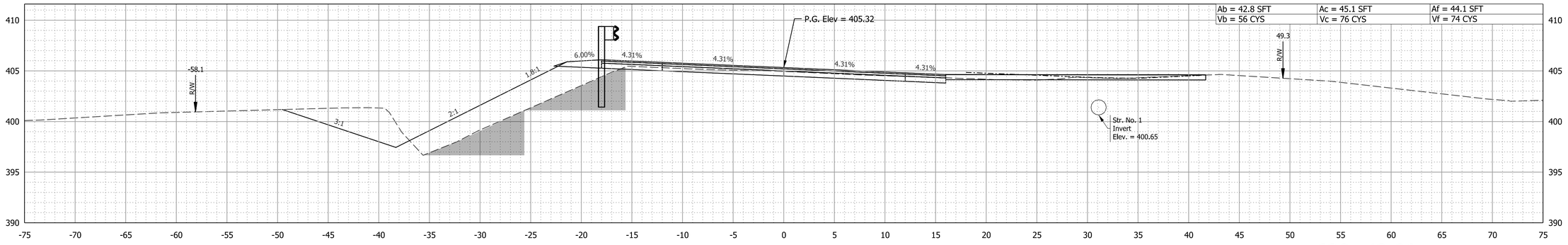
INDIANA
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LINE "B"

SCALE	BRIDGE FILE
1" = 5'-0"	066-65-10767
	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
	13 of 19
CONTRACT	PROJECT
B-44516	2200689

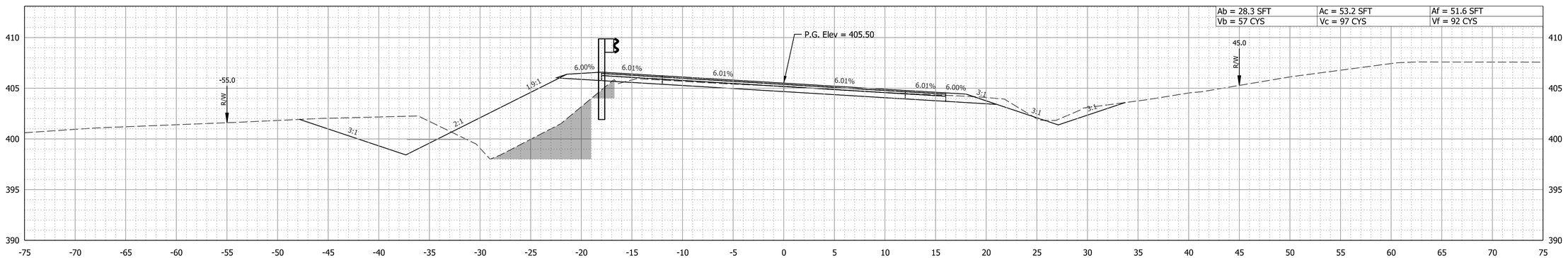


629+50.00



CLASS V DRIVE
STA. 629+42, LINE "B"

629+42.00

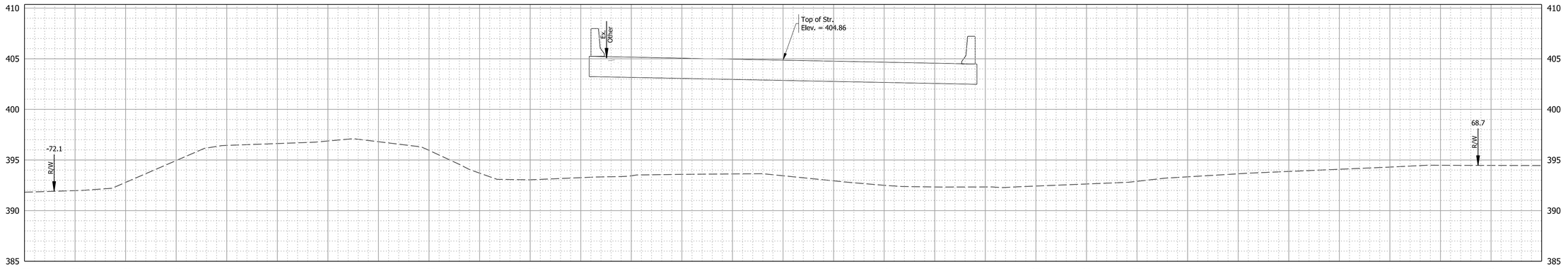


629+00.00

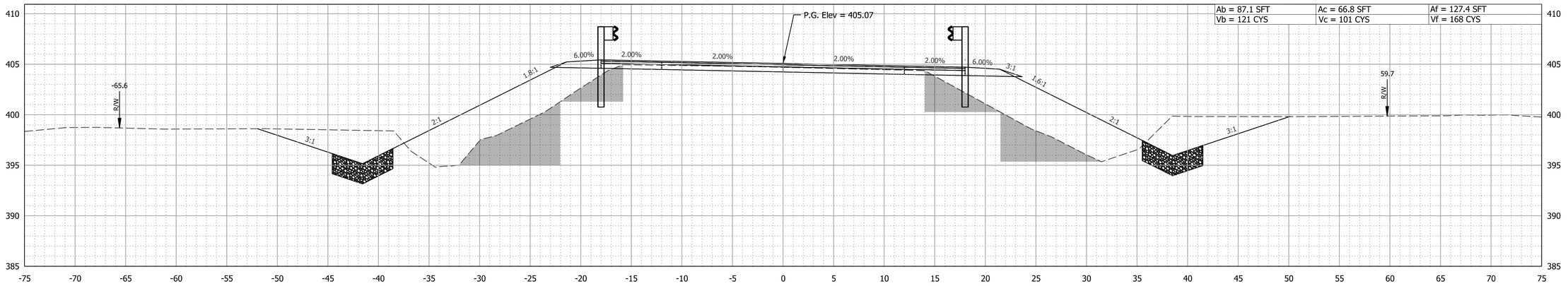
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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 5'-0" / BRIDGE FILE: 066-65-10767 / DESIGNATION: 2200689
DESIGNED: ARS 9/2024	DRAWN: ARS 9/2024	CROSS SECTIONS LINE "B"	SURVEY BOOK / SHEETS: 14 of 19
CHECKED: DAS 9/2024	CHECKED: DAS 9/2024		CONTRACT: B-44516 / PROJECT: 2200689

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Model: Sheet 3



630+50.00

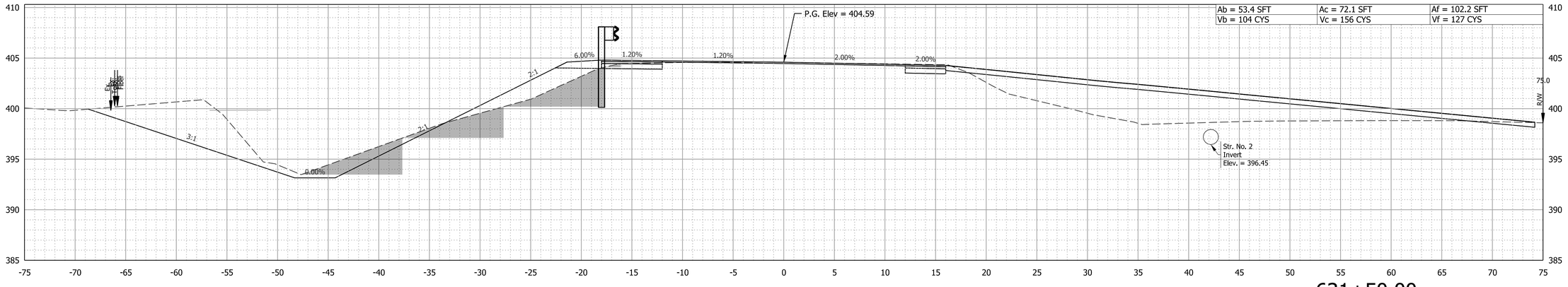


630+00.00

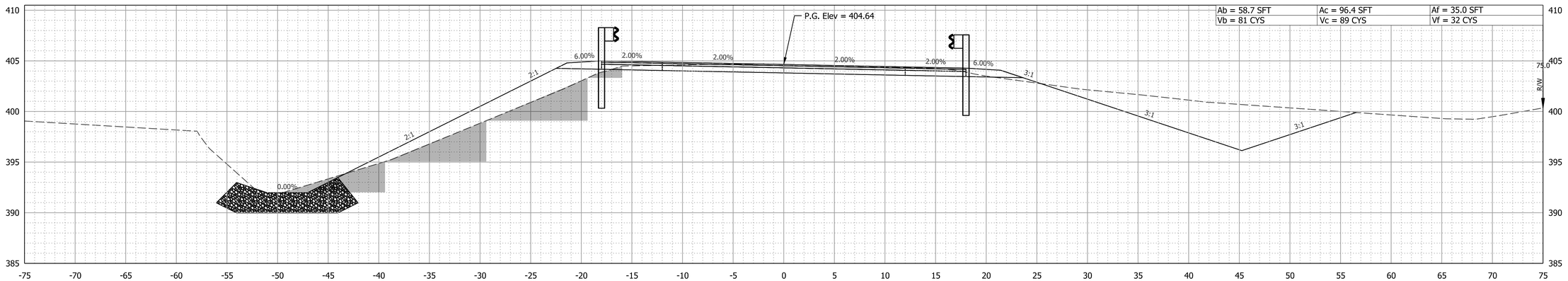
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DESIGNED: ARS 9/2024	DRAWN: ARS 9/2024	CROSS SECTIONS LINE "B"	SURVEY BOOK / SHEETS: 15 of 19
CHECKED: DAS 9/2024	CHECKED: DAS 9/2024		CONTRACT: B-44516 / PROJECT: 2200689

Plot: 4/3/2025 11:42 AM

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Model: Sheet 4



631+50.00



631+00.00

Plot: 4/3/2025 11:42 AM

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Model: Sheet 5

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

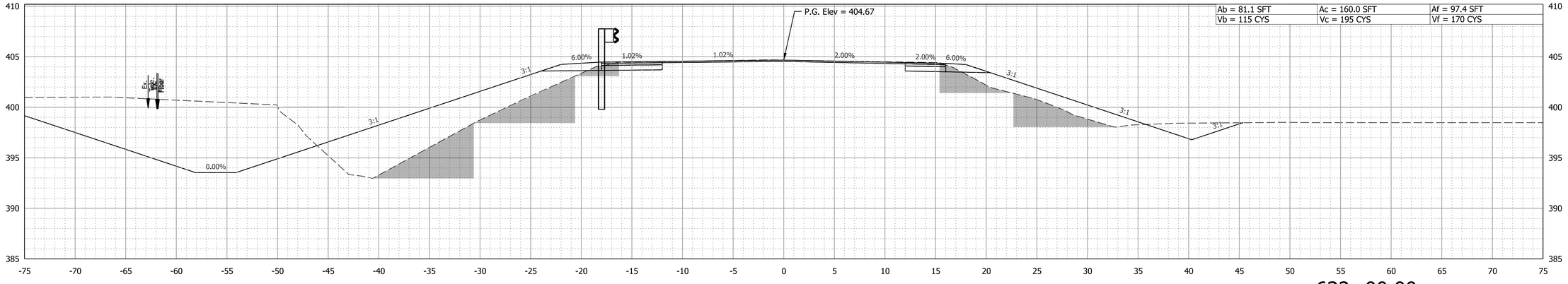
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CHECKED: DAS 9/2024 | CHECKED: DAS 9/2024

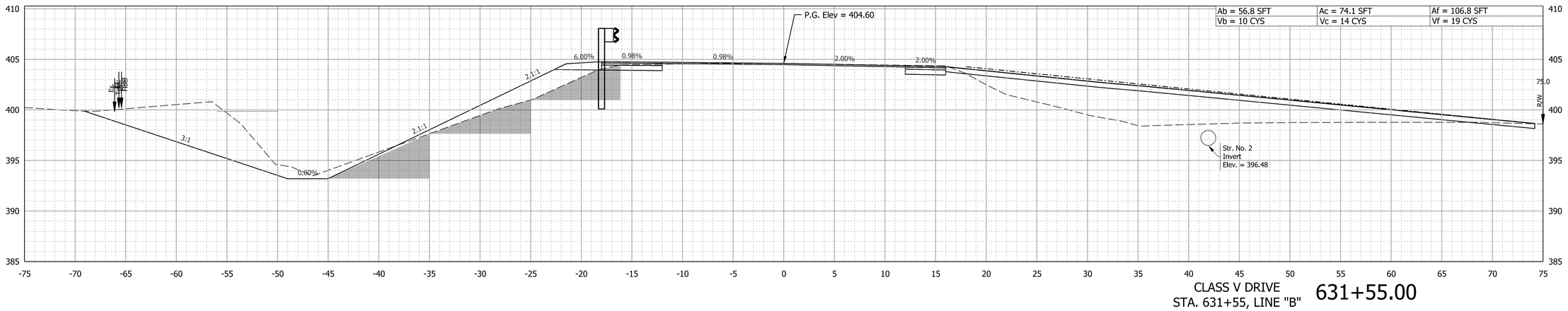
INDIANA
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LINE "B"

SCALE	BRIDGE FILE
1" = 5'-0"	066-65-10767
	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
	16 of 19
CONTRACT	PROJECT
B-44516	2200689



632+00.00



CLASS V DRIVE
STA. 631+55, LINE "B"

631+55.00

Plot: 4/3/2025 11:42 AM

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: ARS 9/2024 | DRAWN: ARS 9/2024

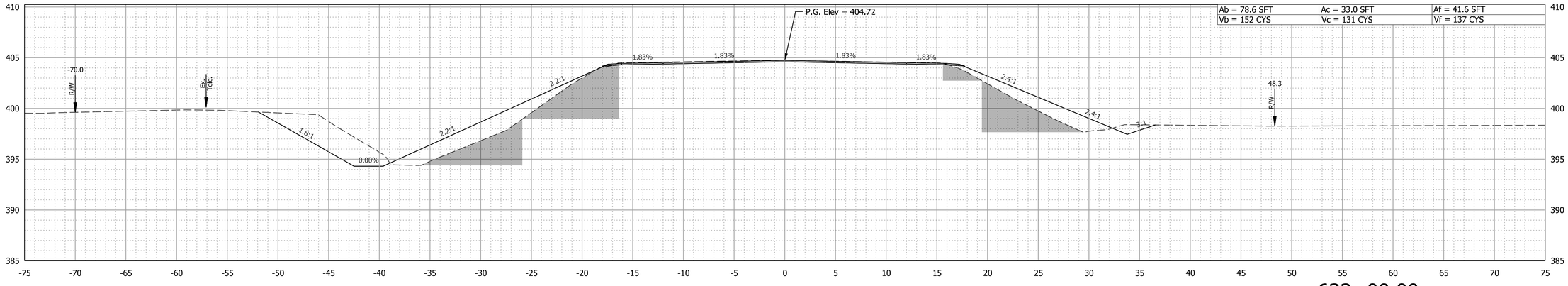
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INDIANA
DEPARTMENT OF TRANSPORTATION

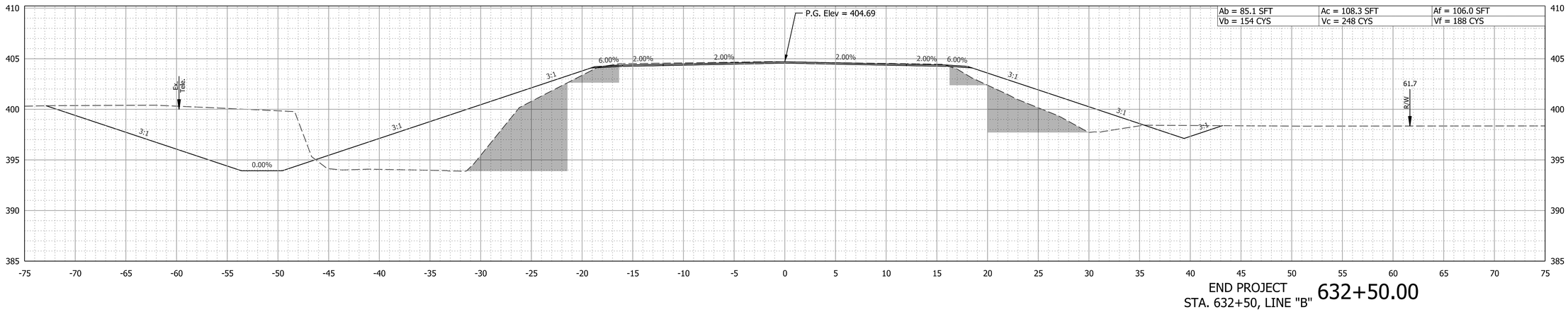
CROSS SECTIONS
LINE "B"

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SURVEY BOOK	SHEETS
	17 of 19
CONTRACT	PROJECT
B-44516	2200689

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633+00.00



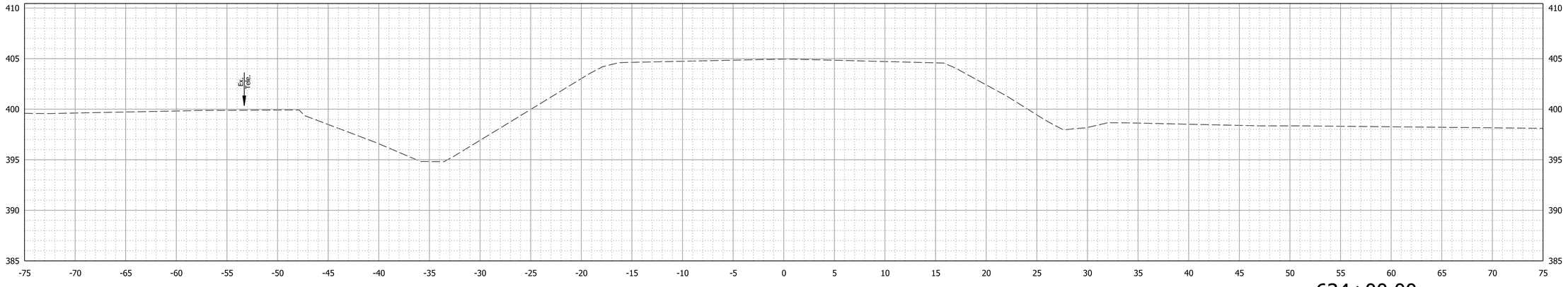
END PROJECT
STA. 632+50, LINE "B"

632+50.00

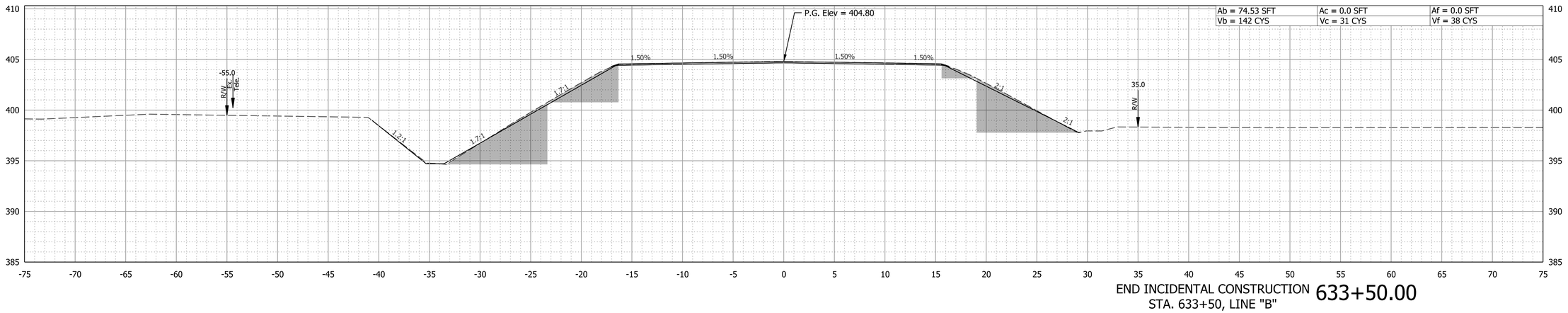
Plot: 4/3/2025 11:42 AM

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Model: Sheet 7

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 5'-0" / BRIDGE FILE: 066-65-10767 / DESIGNATION: 2200689
DESIGNED: ARS 9/2024	DRAWN: ARS 9/2024	CROSS SECTIONS LINE "B"	SURVEY BOOK / SHEETS: 18 of 19
CHECKED: DAS 9/2024	CHECKED: DAS 9/2024		CONTRACT: B-44516 / PROJECT: 2200689



634+00.00



END INCIDENTAL CONSTRUCTION
STA. 633+50, LINE "B"

633+50.00

Plot: 4/3/2025 11:42 AM

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ARS 9/2024 | DRAWN: ARS 9/2024

CHECKED: DAS 9/2024 | CHECKED: DAS 9/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LINE "B"

SCALE	BRIDGE FILE
1" = 5'-0"	066-65-10767
	DESIGNATION
	2200689
SURVEY BOOK	SHEETS
	19 of 19
CONTRACT	PROJECT
B-44516	2200689

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Model: Sheet 8

Appendix C
Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

Eric Holcomb, Governor
Michael Smith, Commissioner

Sample Letter

December 6, 2024

Re: Early Coordination Letter, Des. No.: 2200689, Bridge Project, SR 66 over Clear Creek, 3.28 Miles East of SR 165, Posey County, Indiana
KEG No. 22-1133.01

Dear Interested Party,

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the aforementioned bridge in Posey County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply**. We will incorporate your comments into a study of the project's environmental impacts.

This project is located on State Route (SR) 66 over Clear Creek, 3.28 miles east of SR 165 in Posey County, Indiana. This section of SR 66 is a two lane *State Collector*. The existing SR 66 approach cross section consists of two 12-foot through lanes bordered by a 4-foot paved shoulder. The existing structure (Structure #066-65-01129/National Bridge Inventory #023340) is a concrete stringer/multi beam with a concrete cast-in-place deck. The draft need is due to the deterioration of the structure, with the superstructure having a condition rating of 5 (fair) out of 9 (excellent). The draft purpose is to have a structure with a condition rating of at least 7 (good condition) out of 9 (excellent)**.** The approximate existing right-of-way is 15 feet on each side of centerline throughout the project.

The proposed project is anticipated to include a total bridge replacement (Structure #066-65-10767) and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge. The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. Ditches will be adjusted based on this grade raise. Guardrails will be replaced and riprap will be placed along the abutments and on certain points of the ditches that have steep slopes.

The project includes the acquisition of 1.37 acres of permanent right-of-way and no temporary right-of-way. Proposed right-of-way widths along SR 66 are 85 feet from centerline. The project will be approximately 650 feet in length. The proposed maintenance of traffic is anticipated to be a full closure of SR 66 with a detour. Approximately 0.31 acres of trees will be cleared for this project. The project is anticipated to begin construction in Spring 2027.

Land use in the vicinity of the project is typical of a rural area with agricultural and forested acres. Kaskaskia Engineering Group, LLC will perform the waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be

forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me, Brigitte Moneymaker at 618-233-5877 or bmoneymaker@kaskaskiaeng.com, or Chad Whitehead, INDOT Project Manager at 812-640-1117 or cwhitehead@indot.in.gov. Thank you in advance for your input.

Sincerely,



Brigitte Moneymaker
Environmental Scientist
Kaskaskia Engineering Group, LLC

Maps and Photo Log moved to Appendix B

Attachment -

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

cc: Ryan Falls, INDOT
Chad Whitehead, INDOT

The following agencies received Early Coordination Letters:

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

Chief
Indiana Department of Environmental Management
Groundwater Section
100 N. Senate Avenue
Indianapolis, Indiana 46204
(electronic coordination)

Indiana Geological and Water Survey
611 North Walnut Grove
Bloomington, Indiana 47405
(electronic coordination)

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

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

Project Manager
Indiana Department of Transportation
Vincennes District
16601 Boyle Lane
Vincennes, Indiana 47725
(electronic coordination)

Senior Environmental Section Manager Supervisor
Indiana Department of Transportation
Vincennes District
16601 Boyle Lane
Vincennes, Indiana 47725
(electronic coordination)

Environmental Manager
Indiana Department of Transportation
Vincennes District
16601 Boyle Lane
Vincennes, Indiana 47725
(electronic coordination)

Project Manager Associate
Indiana Department of Transportation
Knox County
3650 S US Hwy 41
Vincennes, Indiana 47591
(electronic coordination)

Section Chief
Indiana Department of Environmental Management
Wetlands and Stormwater Programs
100 N Senate Ave
Indianapolis, Indiana 46204
(electronic coordination)

Field Supervisor
US Fish and Wildlife Service
Bloomington Indiana Field Office
620 South Walker Street
Bloomington, Indiana 0
(electronic coordination)

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

Commander
Eigth Coast Guard District
1222 Spruce Street
Rm 2.102D
St. Louis, Missouri 63103
(electronic coordination)

Regulator
US Army Corps of Engineers
Louisville District
8902 Otis Avenue
Suite S106B
Indianapolis, Indiana 46216
(electronic coordination)

President
Posey County Commissioners
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

President
Posey County Council
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Surveyor
Posey County
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Sheriff Department
Posey County
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Highway Department
Posey County
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Emergency Management Agency
Posey County
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Principal
South Terrace Elementary
126 E. 2rd Street
Mount Vernon, Indiana 47620
(electronic coordination)

Cup of Love Ministries
2850 Blair Lane
Wadesville, Indiana 47638

Trustee
Center Township
126 E. 2rd Street
Mount Vernon, Indiana 47620

Superintendent
Metropolitan School District of North
Posey County
101 N. Church Street
Poseyville, Indiana 47633

Executive Director
Posey County
520 Main Street
New Harmony, Indiana 47631
(electronic coordination)

Fire Chief
Poseyville Fire Department
22 N. Endicott Street
Poseyville, Indiana 47633

Poseyville Police Department
75 Cynthiana Rd,
Poseyville, Indiana 47633

Floodplain Administrator
126 East Third Street
Room 223
Mount Vernon, Indiana 47620
(electronic coordination)

Executive Director
Evansville Metropolitan
Planning Organization
1 NW. Martin Luther King Blvd
Civic Center Complex, Rm. 316
Evansville, IN 47708
(electronic coordination)

From:	Falls, Ryan G
To:	Brigitte Moneymaker
Cc:	Schuler, Anthony; Jessica Stern; Whitehead, Chad
Subject:	RE: Early Coordination Letter - INDOT Des. No. 2200689, Bridge Project in Posey County, Indiana [22-113.01]
Date:	Friday, December 6, 2024 9:17:15 AM
Attachments:	image001.png image002.png

Brigette Moneymaker,

I am the owner of the on-call, not the project manager. You need to update all agencies coordinated with that Chad is INDOT contact person. Also, Chad needs to receive an ECL if you haven't sent him one already.

With regards to USFWS coordination: Project information is entered into the USFWS Information for Planning and Consultation (IPaC), and an official species list is generated. Coordination with USFWS is only required if:

-Project does not fall under USFWS Interim Guidance (2013) for other listed species (excludes Indiana bat, northern long-eared bat, IN bat critical habitat and, rusty patched bumble bee). Additional exclusions are the tricolored bat, monarch butterfly, whooping crane experimental population, and salamander mussel, since at this time these species do not require a determination.

-With no species list, I cannot tell. You can generate the OSL in IPaC without starting the key for bats prior to EC. If no other listed species other than the IN/NLEB are listed (tricolored bat, monarch butterfly, whooping crane experimental population, salamander mussel, and bald eagle/golden eagle/migratory bird discussion are not considered listed species), no need to coordinate. If other species are present and the project falls under the most current USFWS/INDOT agreement, no coordination. If other species are present and the project does not fall under the most current USFWS/INDOT agreement, then coordination with USFWS shall occur. Please see the updated ECL list available on the INODT ES Policy Website and use this guidance on future ECLs.

If this is not appliable, please disregard.

Thank you for the opportunity to respond to early coordination.

Ryan Falls
Senior Environmental Manager Supervisor
Indiana Department of Transportation
Vincennes District
Cell: 812-582-1387
Email: rfalls@indot.in.gov
Find us on social media!

From: Brigitte Moneymaker <BMoneymaker@kaskaskiaeng.com>
Sent: Friday, December 6, 2024 9:11 AM
To: Brigitte Moneymaker <BMoneymaker@kaskaskiaeng.com>
Cc: Schuler, Anthony <ASchuler@indot.IN.gov>; Jessica Stern <JStern@kaskaskiaeng.com>; Whitehead, Chad <CWhitehead@indot.IN.gov>; Falls, Ryan G <RFalls@indot.IN.gov>

Organization and Project Information

Organization Name: Kaskaskia Engineering Group LLC

First Name: Brigitte

Last Name: Moneymaker

Phone: (618) 233-5877

Email: bmoneymaker@kaskaskiaeng.com

Address Line 1: 323 Main Street, Suite E

City: Evansville,

State: IN

Zip: 47708

Customer Id: 22-1133.01

Destination Id: 2200689

Project Title: SR 66 over Clear Creek, 3.28 Miles East of SR 165, Posey County, Indiana

Project Description: A total bridge replacement and reconstruction of the approach roadway. The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. V ditches and flat bottom ditches will be adjusted based on this grade raise. Guardrails will be replaced and riprap will be placed along the abutments and on certain points of the ditches.

Environmental Assessment Report

Geological Hazards:

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

Mineral Resources:

1. Sand and Gravel Resource: Low Potential

Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

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

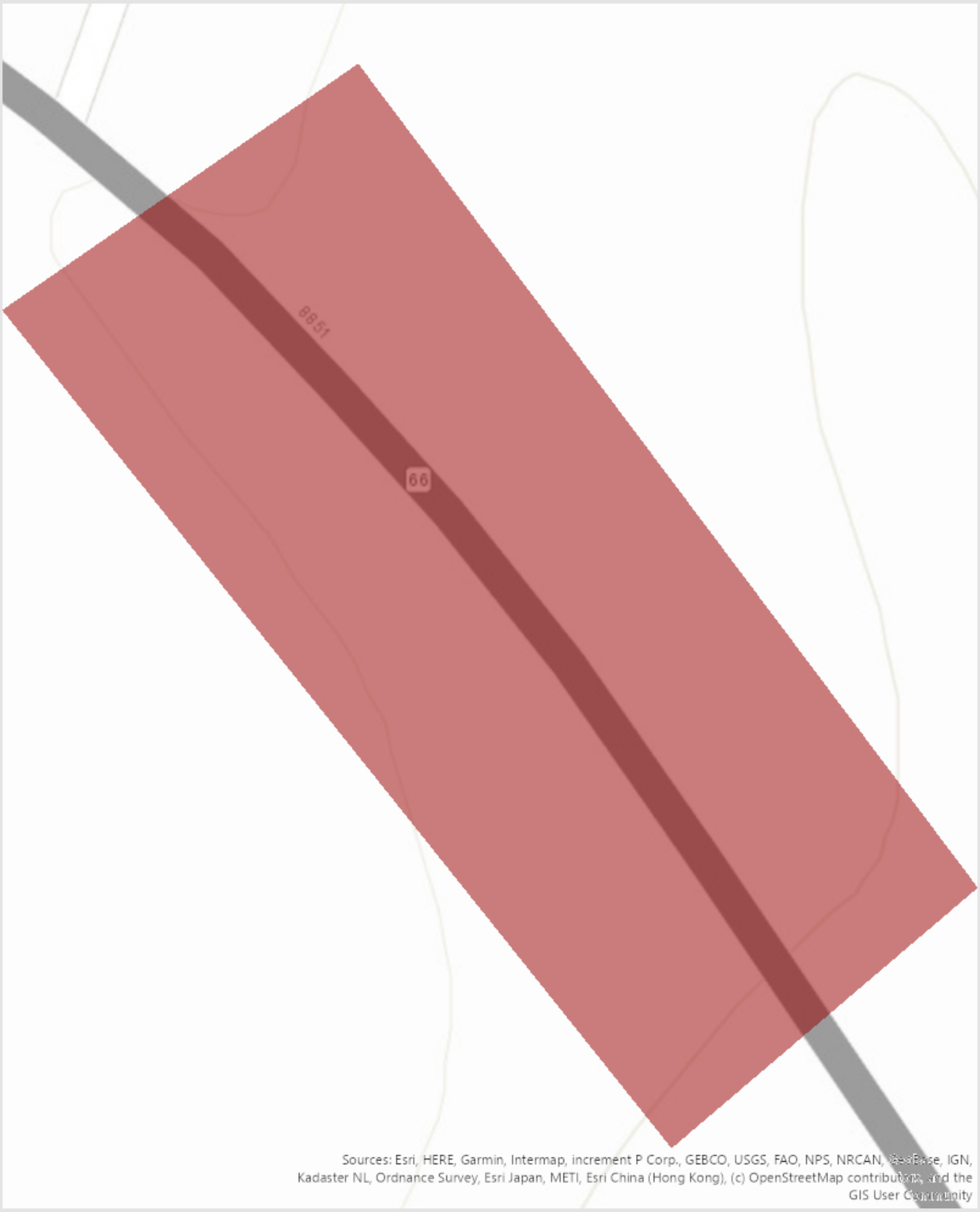
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

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Metadata:

https://gisdata.in.gov/server/rest/services/Hosted/FIRM_Flood_Hazard_Zones_2023/FeatureServer/info/metadata

https://portal.igs.indiana.edu/arcgis/rest/services/Seismic_Earthquake_Liquefaction_Potential/MapServer/info/metadata/

https://portal.igs.indiana.edu/arcgis/rest/services/Industrial_Minerals_SandAndGravel_Resources/MapServer/info/metadata/

https://igws.indiana.edu/pdms/

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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

December 27, 2024

Jessica Stern
208 E Main Street #100
Belleville, Illinois 62220
JStern@kaskaskiaeng.com>

Dear Jessica Stern:

The proposed Bridge Project, in Posey County, Indiana (Des. No. 2200689), as referred to in your letter received December 13, 2024, 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: 2024.12.30 11:13:34 -05'00'

JOHN ALLEN
State Soil Scientist

Enclosers

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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 12/06/2024	
Name of Project INDOT Des. No. 2200689, Bridge Project		Federal Agency Involved INDOT	
Proposed Land Use Road		County and State Posey County, IN	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 01/03/2025	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 554
Major Crop(s) Corn & Soybeans	Farmable Land In Govt. Jurisdiction Acres: 233,584 % 87	Amount of Farmland As Defined in FPPA Acres: 191,91 % 72	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System LESA	Date Land Evaluation Returned by NRCS	

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	0.9			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.9			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.9			
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	75			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	66			

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)	65			
2. Perimeter In Non-urban Use	(10)	10			
3. Percent Of Site Being Farmed	(20)	16			
4. Protection Provided By State and Local Government	(20)	20			
5. Distance From Urban Built-up Area	(15)	15			
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)	10			
9. Availability Of Farm Support Services	(5)	3			
10. On-Farm Investments	(20)	10			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	5			
TOTAL SITE ASSESSMENT POINTS	160	164	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	66	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	164	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	230	0	0	0

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

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

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

THIS IS NOT A PERMIT

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

DNR#: ER-27043

Request Received: December 6, 2024

Requestor:
Brigitte Moneymaker
Kaskaskia Engineering Group, LLC
208 East Main Street, Suite 100
Belleville, IL 62220

Project:
SR 66 bridge (#066-65-10767) replacement over UNT Big Creek (Clear Creek) and riprap placement along the abutments and portions of the slope, 3.28 miles east of SR 165; KEG #22-1133.01, Des #2200689

County/Site Info: Posey 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:
This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

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

Fish 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) Wildlife Passage
Maintaining or improving fish and wildlife passage at existing and proposed crossings is a priority for the Division of Fish and Wildlife (DFW) to reduce wildlife mortality along roadways. The pictures provided indicate that the banks are currently riprap-free, natural surfaces which is the ideal condition for unimpaired wildlife passage under the road. Any new riprap will impair wildlife passage compared to current conditions. To maintain wildlife passage under the road, the following is recommended:

If the existing structure is sized to accommodate white-tailed deer passage, then it should be included in the design of the rehabilitated structure. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM) to the low chord elevation and where deer passage is provided. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the OHWM. Wildlife passage designs should 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 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. Wildlife paths should be identified and labeled on construction plans.

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

B) 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 to the 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 Southern 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.

C) Riparian Habitat

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: https://www.in.gov/nrc/files/IB-17.pdf.

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

in an urban area should be mitigated by replacing each mature tree removed (trees that are 10” diameter-at-breast height (dbh)) with two trees of 3-gallon stock or larger. Seeding and stabilizing disturbed areas is required regardless of the impact amount and location.

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

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Southern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits 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 excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
12. 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.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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:** January 3, 2025
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

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

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

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

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

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

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

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

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

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

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

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

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: 12/20/2024 14:54:08 UTC
Project code: 2025-0032874
Project Name: State Route 66 over Clear Creek Bridge Project, Des. No.2200689

Subject: Concurrence verification letter for the 'State Route 66 over Clear Creek Bridge Project, Des. No.2200689' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated December 20, 2024 to verify that the **State Route 66 over Clear Creek Bridge Project, Des. No.2200689** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period

allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

State Route 66 over Clear Creek Bridge Project, Des. No.2200689

DESCRIPTION

This project is located on State Route 66 over Clear Creek, 3.28 miles east of SR 165 in Posey County, Indiana. The proposed project is anticipated to include a total bridge replacement (Str. # 066-65-01129/ NBI 023340) and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge. The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. Ditches will be adjusted based on this grade raise. Guardrails will be replaced, and rip rap will be placed along the abutments and on certain points of the ditches that have steep slopes. There is suitable summer habitat within the project action area. The removal of approximately 0.31 acre of trees within 100 feet north and south of SR 66 is anticipated during the inactive season. The dominant species of trees to be removed include sugar maple (Acer platanoides), box elder (Acer negundo) and white mulberry (Morus alba). INDOT personnel from the Vincennes District stated on March 21, 2024 that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. An environmental inspection of the bridge by Kaskaskia Engineering Group, LLC on October 17, 2024 did not find evidence indicating bats were seen or heard beneath the bridge. Construction is anticipated to begin in Spring 2027. No permanent lighting is anticipated; however, temporary lighting changes are possible due to nighttime construction. This project will not require mitigation.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.0752022,-87.75363273469341,14z



DETERMINATION KEY RESULT

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

QUALIFICATION INTERVIEW

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See northern long-eared bat species profile

   Automatically answered
   No

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

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

    Yes

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

    No

17. Are *all* trees that are being removed clearly demarcated?

    Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

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

    No

20. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *USFWS Bat Form for Structures Original.pdf https://ipac.ecosphere.fws.gov/project/LGZYXU2YORA65DDGKN35KF227A/projectDocuments/154491418*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

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

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

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

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

35. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

36. **General AMM 1**
Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

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

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

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

Yes

38. **Tree Removal AMM 3**
Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

39. **Tree Removal AMM 4**
Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

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

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

Yes

40. **Lighting AMM 1**
Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

PROJECT QUESTIONNAIRE

1. Please describe the proposed bridge work:

The existing structure will be replaced with a single span reinforced concrete slab bridge. The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. Ditches will be adjusted based on this grade raise. Guardrails will be replaced, and rip rap will be placed along the abutments and on certain points of the ditches that have steep slopes

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

   Spring 2027

3. Please enter the date of the bridge assessment:

   10/17/24

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

   N/A

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

   N/A

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

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

   0.31

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

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

This key was last updated in IPaC on November 04, 2024. Keys are subject to periodic revision.

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

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

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Ryan Falls
Address: 3650 South U.S. Highway 41
City: Vincennes
State: IN
Zip: 47591
Email rfalls@indot.in.gov
Phone: 8125821387

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
Federal Structure ID	Structure Coordinates (latitude and longitude)	Structure Height (approximate)	Structure Length

Structure Type (check one)

Bridge Construction Style

☐	Cast-in-place 	☐	Pre-stressed Girder 
☐	Flat Slab/Box 	☐	Steel I-beam 
☐	Truss 	☐	Covered 
☐	Parallel Box Beam 	☐	Other:

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:	

Culvert Material

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

Creosote Evidence

☐	Yes	☐	No
☐	Unknown		

Notes:

Crossings Traversed (check all that apply)

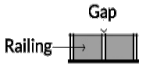
☐	Bare ground	☐	Open vegetation
☐	Rip-rap	☐	Closed vegetation
☐	Flowing water	☐	Railroad
☐	Standing water	☐	Road/trail - Type:
☐	Seasonal water	☐	Other:

Surrounding Habitat (check all that apply)

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

Areas Assessed (check all that apply)

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

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Crack between concrete railings on top of the bridge deck 	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name:

Signature: Bijotta Myla

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: 01/12/2026 19:30:55 UTC
Project Code: 2025-0032874
Project Name: State Route 66 over Clear Creek Bridge Project, Des. No.2200689

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:

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: 2025-0032874

Project Name: State Route 66 over Clear Creek Bridge Project, Des. No.2200689

Project Type: Bridge - Replacement

Project Description: This project is located on State Route 66 over Clear Creek, 3.28 miles east of SR 165 in Posey County, Indiana. The proposed project is anticipated to include a total bridge replacement (Str. # 066-65-01129/ NBI #023340) and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge. The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. Ditches will be adjusted based on this grade raise. Guardrails will be replaced, and rip rap will be placed along the abutments and on certain points of the ditches that have steep slopes. There is suitable summer habitat within the project action area. The removal of approximately 0.31 acre of trees within 100 feet north and south of SR 66 is anticipated during the inactive season. The dominant species of trees to be removed include sugar maple (Acer platanoides), box elder (Acer negundo) and white mulberry (Morus alba). INDOT personnel from the Vincennes District stated on March 21, 2024 that a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. An environmental inspection of the bridge by Kaskaskia Engineering Group, LLC on October 17, 2024 did not find evidence indicating bats were seen or heard beneath the bridge. Construction is anticipated to begin in Spring 2027. No permanent lighting is anticipated; however, temporary lighting changes are possible due to nighttime construction. This project will not require mitigation.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.07507925,-87.75350298145932,14z



Counties: Posey County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA 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

BIRDS

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

INSECTS

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

CRITICAL HABITATS

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

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

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.

---

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)

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

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

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 conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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
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
Field Sparrow *Spizella pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9446	Breeds Mar 1 to Aug 15

NAME	BREEDING SEASON
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.

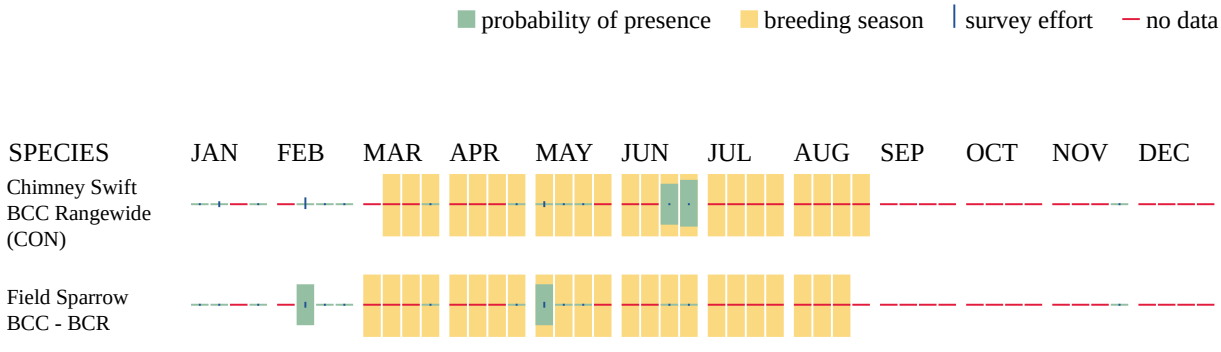
Probability of Presence (▪)

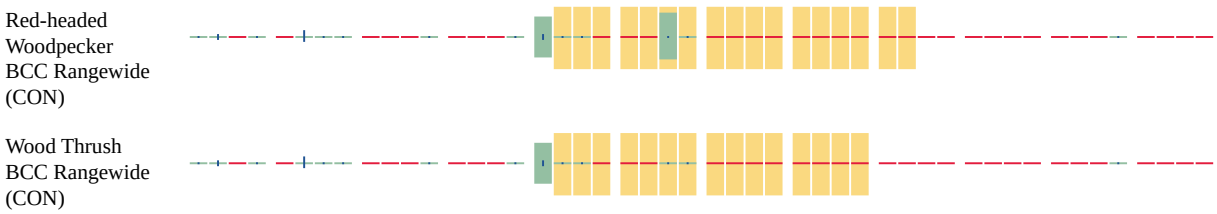
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

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.





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.

RIVERINE

- R2UBHx

IPAC USER CONTACT INFORMATION

Agency: Kaskaskia Engineering Group, LLC
Name: Virginia Flynn
Address: 208 E. Main St.
Address Line 2: Suite 100
City: Belleville
State: IL
Zip: 62220
Email vflynn@kaskaskiaeng.com
Phone: 6182335877

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

Appendix D
Section 106 of NHPA

From:	Virginia Flynn
To:	April C. Arroyo-Monroe
Subject:	Fw: MPPA submittal, SR 66 over Clear Creek Bridge Replacement Project, Des. No. 2200689
Date:	Tuesday, January 13, 2026 8:45:39 AM
Attachments:	image001.png image002.png image003.png

Virginia Flynn, PWS
Deputy Team Lead of Environmental Sciences
Certified: WBE/DBE/WOSB/EDWOSB
314.322.9564 cell | 618.233.5877 office

From: Alexander, Dawn <DaAlexander@indot.IN.gov>
Sent: Monday, January 12, 2026 1:06 PM
To: Virginia Flynn <VFlynn@kaskaskiaeng.com>
Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Brazinsky, Gregory <GrBrazinsky@indot.IN.gov>; Falls, Ryan G <RFalls@indot.IN.gov>; Lesh, Jim (Bridges Team) <JiLesh@indot.IN.gov>; Schuler, Anthony <ASchuler@indot.IN.gov>; Linda Weintraut <linda@weintrautinc.com>; Jason Goldbach <jason@weintrautinc.com>
Subject: RE: MPPA submittal, SR 66 over Clear Creek Bridge Replacement Project, Des. No. 2200689

Good afternoon,

Thank you for the submittal. Following our review of the materials, we have determined that Category B-12 of the MPPA applies and, therefore, no further Section 106 work is necessary. The completed determination form is available in ProjectWise for use in the CE document: SR66_BridgeReplacement_Des2200689_MPPA Determination_B-12_2026-01-12

Thank you also for the revised Phase Ia archaeological report, which has been reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the recommendations made by Weintraut & Associates (Goldbach and Coulter 2026).

Please upload the report to IN SCOPE for a minimum 30-day review period, making sure that the project information is consistent with the other documents already in IN SCOPE. (Please let me know if any information in IN SCOPE needs to be corrected.)

When the report is released in IN SCOPE, please upload the archaeological materials to SHAARD, emailing a completed Review Request Submittal Form to dhpareview@dnr.IN.gov. In the email, state that the project qualified as a Minor Project and the report is for their records only, thus completing the Section 106 process.

Please copy INDOT-CRO c/o the assigned reviewers, daalexander@indot.in.gov and

SBranigin@indot.in.gov, on the email submission. I'll notify the Tribes upon receipt of that email.

Please keep in mind that if the scope of the project or the project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Feel free to contact us should you have any questions or need additional information.

Thank you,

Dawn Alexander
Archaeologist, Cultural Resources Office
Indiana Department of Transportation, Central Office
Environmental Services Division
100 N. Senate Ave., Rm # N758-ES
Indianapolis, IN 46204

Cell: 463-245-7861
Email: daalexander@indot.in.gov

Typical schedule: Mon-Fri 6:30-2:30

Find us on social media!



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: July 31, 2025 **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): Virginia Flynn, Kaskaskia Engineering Group, LLC

Project Designation Number: 2200689

Route Number: State Road (SR) 66

Feature crossed (if applicable): Clear Creek

City/Township: Blairsville/Robinson **County:** Posey

Project Description:*

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

The project will replace the existing bridge with a reinforced concrete single span slab bridge (new designation 066-65-10767/NBI 023340). The new bridge will have a 35.33-foot clear roadway width and a 42.55-foot span. Class 1 riprap on Type 1A geotextiles will be installed along the abutments on both banks of the stream extending to the sides of the bridge, and revetment riprap and a sodded drainage turnout will be installed on the southeast side of the bridge. The grade will be raised with full depth pavement and tied back to the existing roadway with transition milling. New riprap lined and/or vegetated ditches will also be constructed and new guardrails placed. Entrances of the two driveways on the south side of the bridge will be reconstructed, and new pipes will be installed under the driveways.

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: Clear Creek, Str. # 066-65-01129, NBI # 023340, cast-in-place concrete stringer with footings placed on rock.

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: The project requires approximately 1.67 acres of permanent ROW and no temporary ROW. The permanent ROW impacts are 0.92 acres on the north side of SR 66 and 0.75 acre on the south side. The ROW land use consists of agricultural row crop, riparian corridor, and turfgrass. The new ROW will be used to access Clear Creek, relocate unnamed tributary (UNT) 1 and UNT 2 of Clear Creek, place scour protection, and place the new bridge foundations.

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

☐ **Yes** ☒ **No**

Archaeology (check one):

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

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

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

Condition A (Archaeological Resources)

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

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

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National

Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on IN SCOPE.

Condition B (Above-Ground Resources)

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

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

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

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

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

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

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

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

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photographs ☒ 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): Project documentation submitted by Kaskaskia Engineering Group (received August 1, 2025);

Goldbach, Jason and Jade Coulter
2026 *Phase Ia Archaeological Field Reconnaissance: State Route 66 (Structure #066-65-01129/National Bridge Inventory #023340) over Clear Creek Replacement Project, 3.28 miles east of State Road 165, Posey County, Indiana (INDOT Des. No. 2200689).* Indiana Archaeological Report prepared by Weintraut & Associates for Kaskaskia Engineering Group, Indianapolis. Document on file at INDOT-CRO.

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

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

Additional Comments:

Above-ground Resources

An INDOT-CRO historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Posey County. No listed resources are present within 0.15 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Posey County Interim Report* of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the interim report hard copy maps. No IHSSI-surveyed Posey County resources are recorded within 0.15 mile of the proposed project location.

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

Land surrounding the project area, which is east on SR 66 of the small Posey County community of Blairsville, is rural with agricultural fields and wooded areas. Area topography is hilly/rolling. The subject structure is situated in a "dip" in the SR 66 roadway; the road curves westward and up a slight hill into Blairsville from the structure. Riparian growth lines the banks of Clear Creek and a large, wooded area is located east/northeast of the bridge. All of these factors combine to limit views of the structure.

Area land uses include commercial, agricultural and residential. No above-ground properties within 0.15 mile of the proposed project location are—or will be—50 years of age by the time of the proposed 2026 project letting. According to the Posey County GIS data/property parcel website, the nearest above-ground resource is 9080 Damm Road, a c.1981 ranch home, which is located off of the north side of SR 66. The property is encircled by large deciduous trees that prevent views to the north/northwest. A very large wooded area—composed of mature deciduous trees--is located to the south.

The subject bridge (Bridge No. 066-65-01129; NBI No.023340) is a concrete stringer/multi-beam or girder structure constructed in 1932 and reconstructed in 1964. The 2009 INDOT *Historic Bridge Inventory* determined that this bridge is not eligible for listing in the National Register (Volume 2, Section 2, page 873).

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

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance report completed for the project by Weintraut & Associates (Goldbach and Coulter 2026). No archaeological sites were previously recorded within or adjacent to the project area.

The existing SR 66 approach cross section consists of two 12 ft through lanes, bordered by a 4-ft paved shoulder. The approximate ROW is 15 ft on each side of the centerline throughout the project. New ROW on either side of SR 66 totals approximately 0.92 acres on the north side and 0.75 acre on the south side.

A 1.88-acre survey area was investigated via a combination of systematic shovel probe survey and pedestrian survey. Obviously disturbed areas were visually confirmed. Two new sites were recorded during the reconnaissance. Sites 12PO1368 and 12PO1369 are historic artifact scatters that were not fully delineated within the proposed project area. Since the sites appear to extend beyond the project area, each remains unassessed for listing in the National Register of Historic Places. The investigated portion of sites 12PO1368 and 12PO1369 lack significant deposits that could yield important information, and no further work is recommended within the project area provided that any portion of the sites outside of the survey area are avoided.

It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by Weintraut & Associates (Goldbach and Coulter 2026). Therefore, there are no archaeological concerns provided that the project scope does not change.

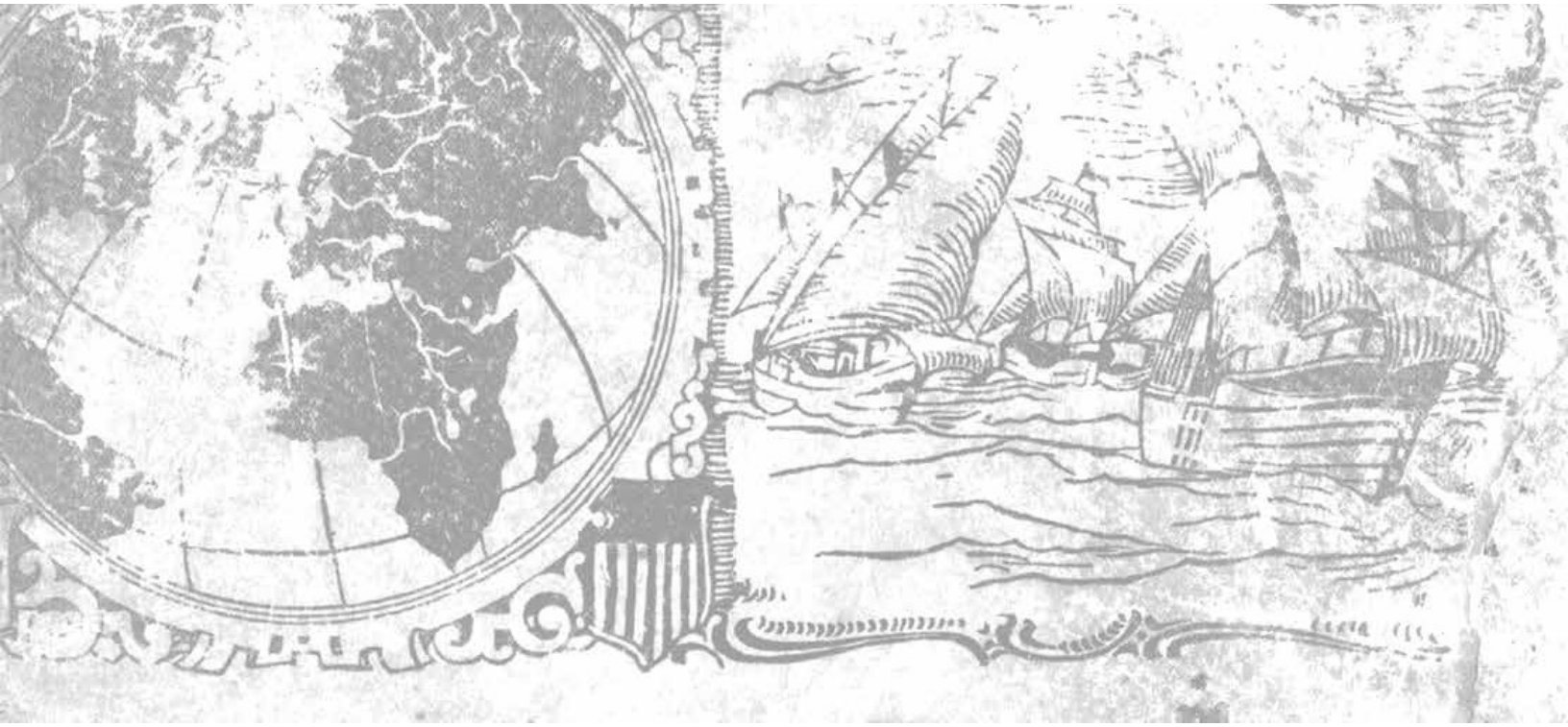
Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation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

INDOT-CRO staff reviewer(s): Susan Branigin and Dawn Alexander

INDOT Approval Date: January 12, 2026

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.*



Phase Ia Archaeological Field Reconnaissance:
State Route 66 Bridge (Structure #066-65-01129/National Bridge Inventory #023340) over Clear Creek Replacement Project, 3.28 miles east of State Road 165, Posey County, Indiana. INDOT Des. No.: 2200689

Prepared for:

Kaskaskia Engineering Group, LLC and the Indiana Department of Transportation/Federal Highway Administration (INDOT/FHWA)

Prepared by:

WEINTRAUT & ASSOCIATES, INC.

Principal Investigator: Jason Goldbach, M.A.

Authors: Jason Goldbach, M.A. and Jade Coulter, B.A.

P. O. Box 5034 Zionsville, Indiana 46077 | 317.733.9770 | (Jason@weintrautinc.com)

January 2026

Management Summary

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), intends to proceed with the State Route (SR) 66 bridge over Clear Creek replacement project, 3.28 miles (mi) east of SR 165, in Wadesville, Robinson Township, Posey County, Indiana. Per the request of Kaskaskia Engineering Group, LLC (Kaskaskia), Weintraut & Associates, Inc. (W&A) personnel conducted a phase Ia archaeological investigation to meet the requirements of Section 106 of the National Historic Preservation Act (NHPA), that requires federal agencies to take into account the effects of their undertakings on historic properties (Advisory Council on Historic Preservation [ACHP] 1966; Code of Federal Regulations [CFR] 2016).

The Area of Potential Effect (APE) encompasses the existing, acquired, temporary, and permanent right-of-way (ROW). Kaskaskia provided a survey area enveloping the APE, totaling approximately 0.76 hectares (ha), or 1.88 acres (ac).

The proposed undertaking is located on SR 66 and consists of a concrete stringer/multi beam bridge that extends over Clear Creek. The survey area begins approximately 50 meters (m), 164 feet (ft), southeast of the SR 66 and Winery RD intersection and continues approximately 200 m, 656 ft, southeast. The project plots on the United States Geological Survey (USGS) 7.5' series Wadesville, Indiana topographic quadrangle map, within Section 21, Township 5 South, Range 12 West.

An archaeological records check was conducted on March 13, 2025, utilizing the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA). A 1.6 kilometer (1 mile) radius of the project area was investigated, sourcing SHAARD site forms, reports, and GIS mapping to establish an understanding of archaeological resources that may be encountered within the survey area. The results of the records check revealed that the survey area had not been previously assessed, and there were no previously recorded archaeological sites within the survey area.

The Phase Ia archaeological field reconnaissance for the proposed undertaking was conducted on April 1, 2025. As a result of the Phase Ia survey, two previously undocumented archaeological sites were identified. Sites 12PO1368 and 12PO1369 are historic artifact scatters likely associated with the twentieth century farmstead adjacent (west) to the survey area. The portion of sites 12PO1368 and 12PO1369 within the survey area lack significant deposits that could yield important information, and therefore, are recommended for no further investigation, pro-

vided that any portion of the sites outside of the survey area are avoided. However, if the project boundaries were to change and extend beyond the survey area, additional investigation would be necessary.

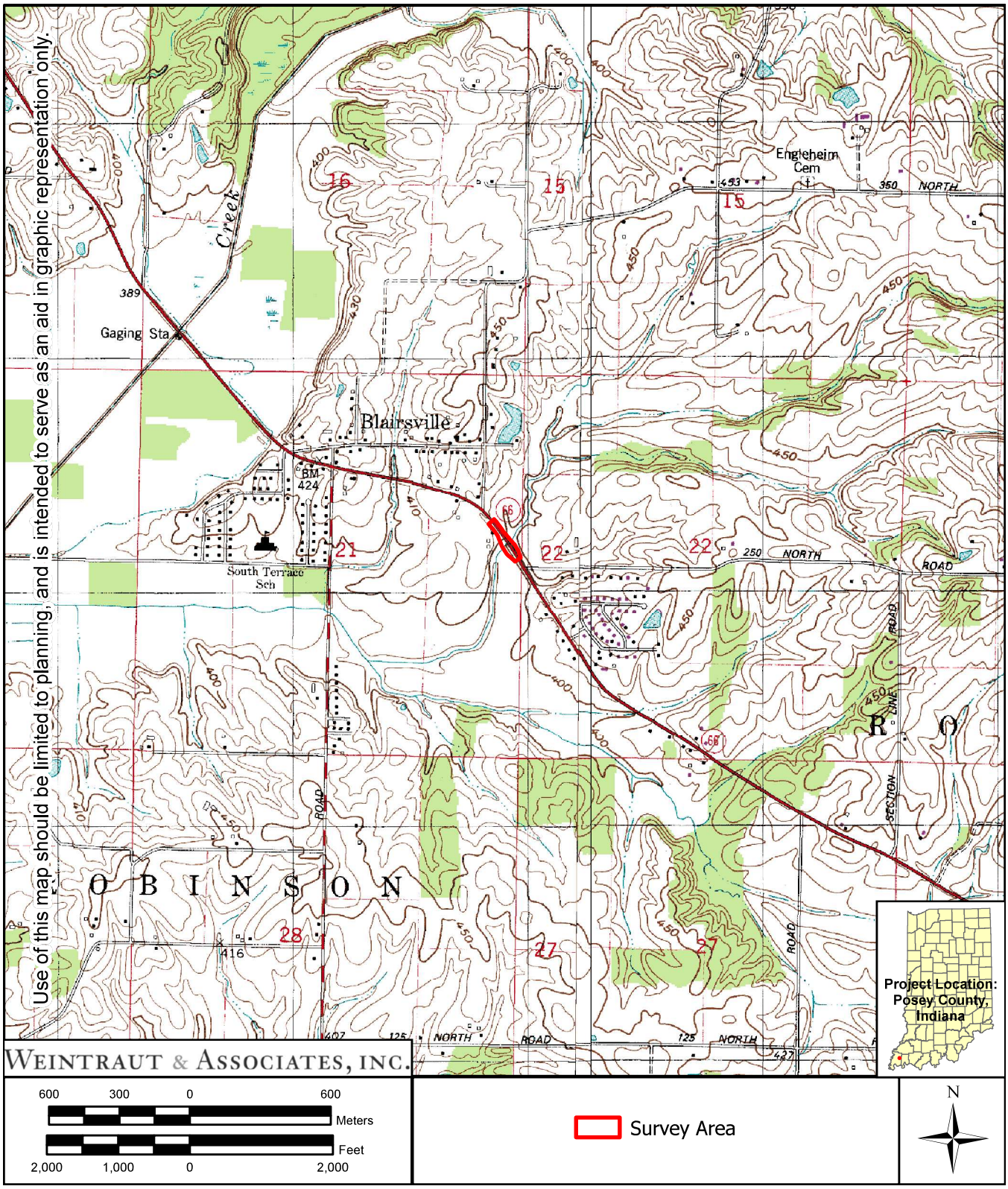


FIGURE 1. PORTION OF THE USGS 7.5' SERIES WADESVILLE, INDIANA TOPOGRAPHIC QUADRANGLE MAP SHOWING THE LOCATION OF THE SURVEY AREA (INDOT DES. NO. 2200689).



FIGURE 2. AERIAL PHOTOGRAPH (2023) SHOWING THE SURVEY AREA (INDOT DES. NO. 2200689) WITHIN POSEY COUNTY, INDIANA.

Conclusions and Recommendations

Weintraut & Associates, per request from Kaskaskia Engineering, LLC., conducted an archaeological records check and Phase Ia field reconnaissance for the SR 66 Bridge over Clear Creek Improvement Project, 3.28 mi east of SR 165, in Wadesville, Robinson Township, Posey County, Indiana. Since the project is partially federally funded, the Phase Ia archaeological investigation was conducted to take into account the effect of the undertaking on historic properties, under the requirements of Section 106 of the National Historic Preservation Act (ACHP 1966) and 36 CFR Part 800 (CFR 2016).

A survey area enveloping the APE was provided by Kaskaskia, totaling approximately 0.76 hectare (ha), or 1.87 acres (ac). During the Phase Ia archaeological field reconnaissance of the survey area, two previously undocumented archaeological sites, designated 12PO1368 and 12PO1369, were recorded.

Sites 12PO1368 and 12PO1369 are historic artifact scatters within the survey area that yielded small amounts of highly fragmentary artifacts from surface, or near-surface contexts. It is likely that the site is associated with the mid-nineteenth to twentieth century farmstead that was once located northwest of the survey area. The portions of sites 12PO1368 and 12PO1369 within the survey area lack significant deposits that could yield important information, and therefore, are recommended for no further investigation, provided that any portion of the sites outside of the survey area is avoided. If the project limits were to change and extend beyond the survey area, additional Phase Ia reconnaissance would be required.

These recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within the area will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and 29.

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

Mike Braun, Governor
Kent Abernathy, Commissioner

Date: February 21, 2025

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: Brigitte Moneymaker
Kaskaskia Engineering Group, LLC
323 Main Street, Suite E
Evansville, Indiana 47708
Bmoneymaker@kaskaskiaeng.com

Re: RED FLAG INVESTIGATION
DES # 2200689, State Project
Bridge Replacement
SR 66 over Clear Creek, 3.28 Miles East of SR 165
Posey County, Indiana

PROJECT DETAILS

The Indiana Department of Transportation (INDOT) has identified the need to address the deteriorating conditions of the existing bridge, Structure (Str) #066-65-01129/National Bridge Inventory (NBI) #023340. The project is located on State Route (SR) 66 over Clear Creek, 3.28 miles east of SR 165 in Posey County, Indiana. The proposed project is anticipated to include a total bridge replacement and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge (Str. #066-65-10767/NBI #023340). The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. V-ditches and flat bottom ditches will be adjusted based on this grade raise. Guardrails will be replaced and riprap will be placed along the abutments and on certain points of the ditches that have steep slopes.

Bridge Work Included in Project: Yes ☒ No ☐ Structure #(s) #066-65-01129/ NBI #023340
If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report)

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

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres 1.37 Not Applicable ☐

Type and proposed depth of excavation: Class 1 riprap around bridge abutments and ditches by stream: 2 feet below ground surface (ft-bgs); revetment riprap for bridge turnouts: 1.5 ft-bgs; bridge abutment footings: 4-15 ft-bgs; waterway excavation: 11 ft-bgs; regrading ditches: 1-7 ft-bgs

Maintenance of traffic (MOT): The proposed MOT will be a full closure with a detour.

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

Anticipated NEPA document level: CE-2

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	**1**	Recreational Facilities	**N/A**
Airports[1]	**N/A**	Pipelines	**N/A**
Cemeteries	**N/A**	Railroads	**N/A**
Hospitals	**N/A**	Trails	**N/A**
Schools	**N/A**	Managed Lands	**N/A**

[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:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. The nearest facility, Cup of Love Ministries, is located 0.43 mile northwest 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:			
Karst Springs	**N/A**	NWI - Wetlands	**9**
Canal Structures – Historic	**N/A**	Lakes	**5**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**1**
IDEM 303d Listed Streams and Lakes (Impaired)	**N/A**	Cave Entrance Density	**N/A**
Rivers and Streams	**33**	Sinkhole Areas	**N/A**
Canal Routes - Historic	**N/A**	Sinking-Stream Basins	**N/A**

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

Explanation:

Rivers and Streams: Thirty-three (33) rivers and streams segments are located within the 0.5 mile search radius. One (1) river and stream segment, Big Creek-Unnamed Tributary, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

NWI – Wetlands: Nine (9) wetland polygons are located within the 0.5 mile search radius. One (1) wetland polygon is located 0.20 mile north of the project area. No impact is expected.

Lakes: Five (5) lake polygons are located within the 0.5 mile search radius. One (1) lake polygon is located 0.20 mile north of the project area. No impact is expected.

Floodplains: One (1) floodplain polygon is located within the 0.5 mile search radius. The project area is located within the floodplain polygon. Coordination with INDOT ESD EWPSO will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation: No mining or mineral exploration 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**	Landfill Boundaries	**N/A**
Voluntary Remediation Program	**N/A**	Confined Feeding Operations (CFO)	**N/A**
Construction Demolition Waste	**N/A**	Brownfields	**N/A**
Solid Waste Landfill	**N/A**	Notice of Contamination Sites	**N/A**
Infectious/Medical Waste Sites	**N/A**	Institutional Controls	**1**
Leaking Underground Storage (LUST) Sites	**1**	NPDES Facilities	**N/A**
		NPDES Pipe Locations	**N/A**

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

Explanation:

Leaking Underground Storage Tank (LUST) Sites: One Leaking Underground Storage Tank (LUST) site, Marathon Gas Station, 8510 Hwy 66, AI ID #10259, is located 0.39 mile northwest of the project area. See the institutional control section below for more details.

Institutional Controls: One (1) Institutional Control, Marathon Gas Station, 8510 Hwy 66, AI ID #10259, is located 0.39 mile northwest of the project area. IDEM issued a Request to Record Environmental Restrictive Covenant (ERC) letter, dated March 20 2018, determining that the site is eligible for no further action status following recommended revisions. Shallow residual CoCs may remain on-site in the vicinity of the former UST cavity and have not been fully delineated. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

ECOLOGICAL INFORMATION SUMMARY

The Posey County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_posey.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. No further coordination is necessary.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.50 mile of the project area. The project area is located in a rural residential area, with forested acres, row crop fields, and a few commercial properties. The March 2, 2023 inspection report for the bridge (Str. #066-65-10767/NBI #023340) states that no evidence of bats was seen or heard on the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long- eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

Evidence of Birds in Bridge Report: Yes ☒ No ☐ N/A ☐
*If yes, further coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office may be necessary.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

WATER RESOURCES:

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

- One (1) stream segment, Big Creek-Unnamed Tributary, flows through the project area.
- The project area is located within a floodplain polygon (coordination only).

MINING/MINERAL EXPLORATION: N/A

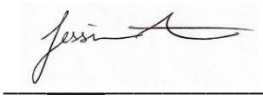
HAZARDOUS MATERIAL CONCERNS:

- Institutional Controls: One (1) Institutional Control, Marathon Gas Station, 8510 Hwy 66, AI ID #10259, is located 0.26 mile northwest of the project area. IDEM issued a Request to Record ERC letter, dated March 20 2018, determining that the site is eligible for no further action status following recommended revisions. Shallow residual CoCs may remain on-site in the vicinity of the former UST cavity and have not been fully delineated. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

ECOLOGICAL INFORMATION: 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."



Prepared by: _____
Brigitte Moneymaker
Environmental Scientist
Kaskaskia Engineering Group, LLC



QA/QC Completed by: _____
Jessica Stern
Project Manager
Kaskaskia Engineering Group, LLC

INDOT ESD concurrence: Shelby O'Neal Digitally signed by Shelby O'Neal Date: 2025.02.21 09:24:22 -05'00' _____(Signature)

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: YES

Site Location Map moved to Appendix B

Red Flag Investigation - Infrastructure
SR 66 over Clear Creek, 3.28 Miles East of SR 165
Des No. 2200689, Bridge Replacement
Posey County, Indiana



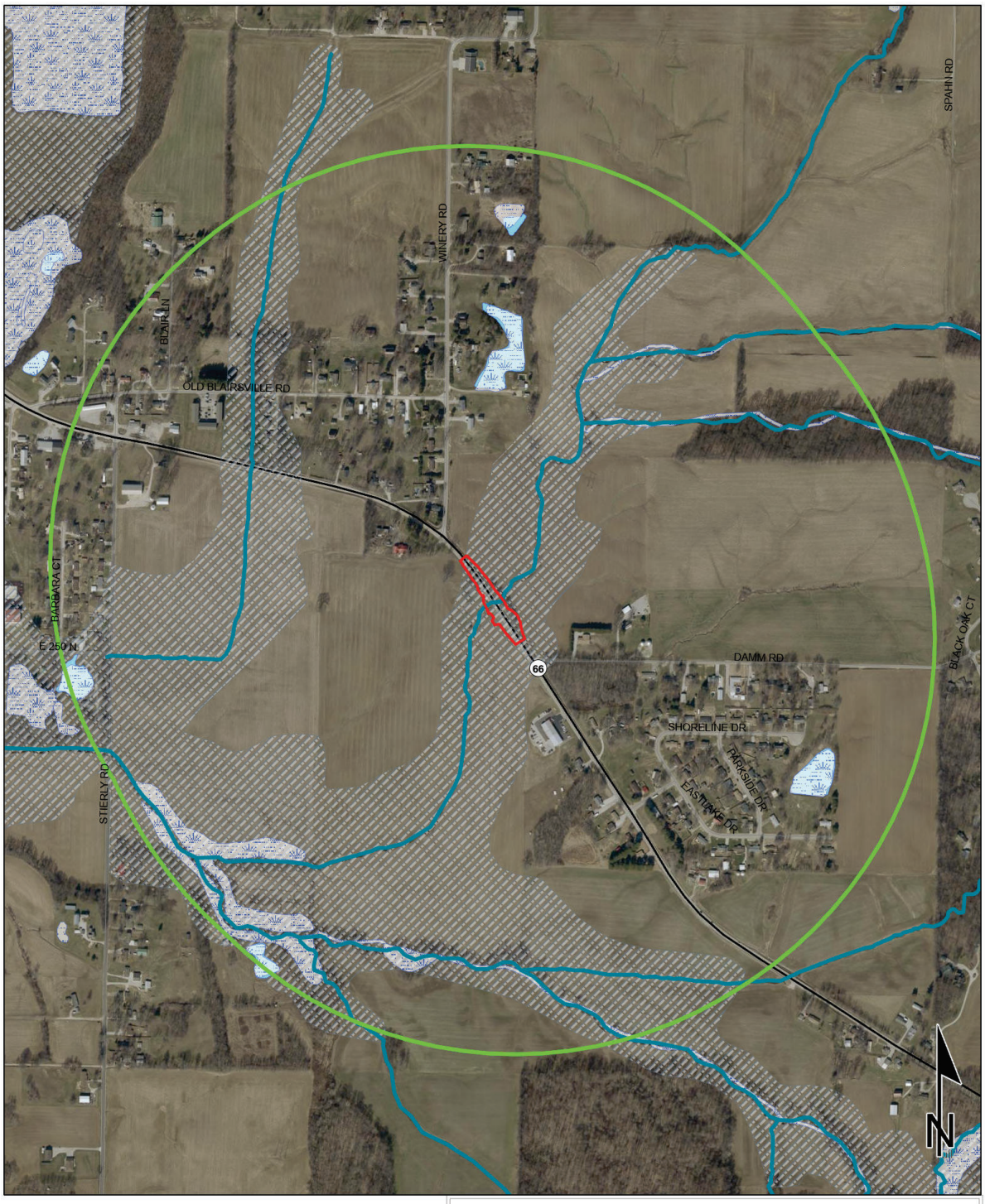
0.1 0.05 0 0.1 Miles

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 66 over Clear Creek, 3.28 Miles East of SR 165
Des No. 2200689, Bridge Replacement
Posey 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

Red Flag Investigation - Hazardous Material Concerns
SR 66 over Clear Creek, 3.28 Miles East of SR 165
Des No. 2200689, Bridge Replacement
Posey County, Indiana



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

0.2 0.1 0 0.2 Miles

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

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

Appendix F
Water Resources

Macayla Coleman
Approved May 14, 2025

WATERS OF THE U.S. DETERMINATION REPORT
SR 66 over Clear Creek, 3.28 Miles East of SR 165
Bridge Replacement, DES 2200689
Posey County, Indiana

Prepared by: Brigitte Moneymaker
Contact Information: 618-233-5877 or bmoneymaker@kaskaskiaeng.com
Kaskaskia Engineering Group, LLC
Completed Date: May 7, 2025

1.0 PROJECT INFORMATION

Date of Waters Field Investigation:
October 17, 2024

Project Location:
Frankton, Indiana Quadrangle
Section 21, Township 5 North, Range 12 West
Section 22, Township 5 North, Range 12 West
Latitude/Longitude: 38.075160, -87.753600
HUC 051201130704 (Lick Creek-Big Creek)
Robinson Township
Posey County, Indiana

Project Description:
The State Road (SR) 66 over Clear Creek project is located 3.28 miles east of SR 165 in Robinson Township, Posey County, Indiana. The proposed project will include a total bridge replacement (Structure [Str.] #066-65-01129/National Bridge Inventory [NBI] #023340) and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge (Str. #066-65-10787/NBI #023340). The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. V-ditches and flat bottom ditches will be adjusted based on this grade raise. Guardrails will be replaced, and riprap will be placed along the abutments and on certain points of the ditches that have steep slopes.

2.0 OFFICE EVALUATION

Results
U.S. Geographic Survey Topographic Mapping
The United States Geographic Survey (USGS) Frankton, Indiana 7.5-minute topographic quadrangle maps (Figures 2 and 3) indicate a blue line stream within the investigated area, associated with Clear Creek.

National Wetland Inventory Mapping
The National Wetland Inventory (NWI) map was reviewed for the presence of potential wetlands in, or adjacent to, the investigated area (Figure 4, Table 1). One NWI feature, a riverine wetland (R2UBHx) was mapped within the investigated area and is associated with Clear Creek. No other wetland features are adjacent to the investigated area.

Table 1 – Wetlands Within the Investigated Areas

Wetland Type	Cowardin Classification Code	Location
Riverine Lower Perennial, unconsolidated bottom, permanently flooded, excavated	R2UBHx	Flows northeast to southwest underneath SR 66 within the investigated area

Source: Natural Resources Conservation Service (NRCS) Web Soil Survey, 2024

Mapped Soil Units

According to the US Department of Agriculture (USDA) Web Soil Survey geographic database for Posey County, Indiana (USDA-NRCS Web Soil Survey, 2024), the investigated area contains one map unit (Figure 5, Table 2).

Table 2 - Soil Units Within the Investigated Area

Soil Unit Symbol	Soil Unit Name	Hydric Rating
Wa	Wakeland silt loam, 0 to 2 percent slopes, frequently flooded	Predominantly Non-Hydric (5%)

Source: NRCS Web Soil Survey, 2024

Hydrology

According to the USGS National Hydrography Dataset (NHD) map, there are three flowlines within the investigated area (Figure 6, Table 3):

Table 3 – NHD Flowlines Within the Investigated Area

Flowline Type and Flow Direction	Location	Resource Association
Canal/Ditch flows northwest to southeast	North of SR 66 and north of Clear Creek	Unnamed tributary (UNT) 2 to Clear Creek
Canal/Ditch flows southeast to northwest	North of SR 66 and south of Clear Creek	UNT 1 to Clear Creek
Stream/River flows northeast to southwest	Starts northeast of SR 66 and flows southwest underneath SR 66	Clear Creek

Source: USGS National Hydrography Dataset, 2024

According to USGS StreamStats, Clear Creek has an upstream drainage of 1.877 square miles. UNT 1 to Clear Creek and UNT 2 to Clear Creek each have an upstream drainage of 0.00 square miles. Clear Creek, UNT 1 to Clear Creek, and UNT 2 to Clear Creek are within the USGS 12-digit Hydrological Unit Code (HUC) 051201130704 (Lick Creek-Big Creek). According to Indiana's Best Available Floodplain Information Portal, the investigated area is within a DNR regulated floodway (DNR: Water: Indiana Floodplain Information

Portal) (Figure 7).

3.0 FIELD RECONNAISSANCE

Results:

Bats and Birds:

The bridge was investigated for the presence of migratory bird nests and/or evidence of bats during the site visit. Multiple bird nests were found underneath the bridge (Figure 10, Photo 8). No evidence of bats was seen or heard underneath the bridge.

Wildlife Evidence and Concerns:

Wildlife footprints were found underneath the bridge (Figure 10, Photo 9). Streambanks underneath the bridge are likely used as an animal crossing.

Streams:

Three streams, Clear Creek, UNT 1 to Clear Creek, and UNT 2 to Clear Creek, were identified within the investigated area (Figure 8). Hydrological conditions were normal on October 17, 2024 based on the previous three months of rainfall data from the US Army Corps of Engineers (USACE) Antecedent Precipitation Tool (APT) v 3.0).

Clear Creek

Clear Creek would likely be classified as a perennial stream because it had base flow. The stream is represented as a solid blue line on the USGS topographic maps (Figures 2 and 3). The channel flows from northeast to southwest under SR 66 within the investigated area. The upstream drainage consists of agricultural fields, forested land, and rural residential areas. The stream had an Ordinary High Water Mark (OHWM) of 10.16 feet wide and 1.83 feet deep. The water was flowing during the site visit. Banks were estimated at 17.5 and 20.5 feet high. The OHWM was characterized by scour, vegetation washed away, shelving, and a clear natural line impressed on the bank. The substrate within the channel in this section was cobble, gravel, and sand. No riffles or pools were observed. In-stream cover from overhanging vegetation was 50 percent. Dominant plants within the stream were dotted smartweed (*Persicaria punctata*, OBL) and reed canary grass (*Phalaris arundinacea*, FACW). Dominant plants adjacent to the stream were Johnson grass (*Sorghum halepense*, FACU), amur honeysuckle (*Lonicera mackii*, UPL), honey locust (*Gleditsia triacanthos*, FACU), and tree-of-heaven (*Ailanthus altissima*, FACU). Based on a qualitative assessment, this resource is of poor quality within this reach due to ditching, agricultural disturbance, and the lack of wildlife habitat.

Clear Creek flows southwest and west into Big Creek, which flows into the Wabash River, a Traditional Navigable Waterway. Clear Creek would likely be considered a Waters of the United States.

UNT 1 to Clear Creek

UNT 1 to Clear Creek would likely be classified as an ephemeral stream because it did not have base flow and appeared to be exclusively rain fed. The stream is associated with an NHD canal/ditch flowline that is south of and connects to Clear Creek (Figures 6 and 8). The channel flows from southeast to northwest, north of SR 66 within the investigated area. The upstream drainage consists of agricultural fields, forested land, and rural residential areas. The stream had an OHWM of 3.50 feet wide and 0.75 foot deep. The water was not flowing during the site visit. Banks were estimated at 14 and 20 feet high. The OHWM was characterized by scour, shelving, and debris washed away. The substate within the channel in this section was cobble and gravel. No riffles or pools were observed. In-stream cover from overhanging vegetation

was 50 percent. There were no plants observed within the stream. Dominant plants adjacent to the stream were box elder (*Acer negundo*, FAC) and white mulberry (*Morus alba*, FAC). Based on a qualitative assessment, this resource is of poor quality within this reach due to ditching, agricultural disturbance, and the lack of wildlife habitat.

UNT 1 to Clear Creek flows into Clear Creek, which flows southwest and west into Big Creek, which flows into the Wabash River, a Traditional Navigable Waterway. UNT 1 to Clear Creek would likely be considered a Waters of the United States. INDOT acknowledges that these features are likely not jurisdictional, but is requesting that the U.S. Army Corps of Engineers (USACE) take jurisdiction.

UNT 2 to Clear Creek

UTN 2 to Clear Creek would likely be classified as an ephemeral stream because it did not have base flow and appeared to be exclusively rain fed. The stream is associated with an NHD canal/ditch flowline that is north of and connects to Clear Creek (Figures 6 and 8). The channel flows from northwest to southeast north of SR 66 within the investigated area. The upstream drainage consists of agricultural fields, forested land, and rural residential areas. The stream had an OHWM of 3.85 feet wide and 0.33 foot deep. The water was not flowing during the site visit. Banks are estimated at 3.3 and 11.5 feet high. The OHWM was characterized by scour, shelving, and debris washed away. The substate within the channel in this section was cobble and gravel. No riffles or pools were observed. In-stream cover from overhanging vegetation was 40 percent. Dominant plants within the stream were smooth brome (*Schedonorus arundinaceus*, FACU). The dominant plant adjacent to the stream was sugar maple (*Acer saccharum*, FACU). Based on a qualitative assessment, this resource is of poor quality within this reach due to ditching, agricultural disturbance, and the lack of wildlife habitat.

UNT 2 to Clear Creek flows into Clear Creek, which flows southwest and west into Big Creek, which flows into the Wabash River, a Traditional Navigable Waterway. UNT 2 to Clear Creek would likely be considered a Waters of the United States. INDOT acknowledges that these features are likely not jurisdictional, but is requesting that the U.S. Army Corps of Engineers (USACE) take jurisdiction.

Table 4 - Stream Summary Table

ID	Coordinates (Decimal Degrees)		USGS Blue-Line (Y/N)	Stream Type	Riffles/ Pools (Y, N)	Substrate	OHWM Width (ft.)	OHWM Depth (ft.)	Stream Relative Quality	Upstream Drainage (square miles [mi^2]	Estimated Amount of Aquatic Resources within Investigated Area (acres / linear feet [lft])	Photo Numbers	Likely Water of the U.S.?
	Latitude	Longitude											
Clear Creek	38.075209	-87.753422	Y	Perennial	N, N	Cobble, gravel, sand	10.16	1.83	Average	1.87 mi^2	0.03 acre / 146.07 lft	1-7, 9, 11, 25	Y
UNT 1 to Clear Creek	38.074595	-87.753009	N	Ephemeral	N, N	Cobble, gravel	3.50	0.75	Poor	0.00 mi^2	0.02 acre / 284.68 lft	7, 24, 26-33	N*
UNT 2 to Clear Creek	38.075566	-87.753858	N	Ephemeral	N, N	Cobble, gravel	3.58	0.33	Poor	0.00 mi^2	0.02 acre / 256.81 lft	10, 12-15, 21, 22	N*

*INDOT acknowledges that these features are likely not jurisdictional but is requesting that the U.S. Army Corps of Engineers (USACE) take jurisdiction.

Wetlands:
No wetlands were identified within the investigated area (Figure 8). Topography adjacent to the identified streams was sloping or drained and not conducive to wetland formation. Vegetation identified within the investigated area was not hydrophytic.

Roadside Ditch:
One roadside ditch (RSD) was located within the investigated area. Table 5 summarizes the RSD found in the investigated area. The RSD did not have a defined OHWM, it was determined to be excavated wholly in and draining only uplands and did not carry a relatively permanent flow of water. RSD1 is likely not jurisdictional. The location of the RSD is shown in Figure 8.

Table 5 – Roadside Ditches Summary Table

ID	Latitude	Longitude	Location	Description	Length (ft)
RSD1	38.075527	-87.753740	Drains from northwest to southeast west of SR 66	Dirt, vegetation, and riprap ditch	216.79

4.0 CONCLUSIONS

Field observations revealed one likely jurisdictional, perennial stream (Clear Creek). Two ephemeral streams (UNT 1 to Clear Creek and UNT 2 to Clear Creek) are likely non jurisdictional, however, INDOT is request that the U.S. Army Corps of Engineers (USACE) take jurisdiction. Every effort should be taken to avoid and minimize impacts to these waterways. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

5.0 ACKNOWLEDGEMENT

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

Respectfully,

Kaskaskia Engineering Group, LLC



Brigitte Moneymaker Date: 5/7/2025

Moved to Appendix B
Figure 1: Site Location Map
Figure 3: Frankton Quadrangle 1:24,000 Topographic Map
Figure 9: Photo Direction Map
Photo Log

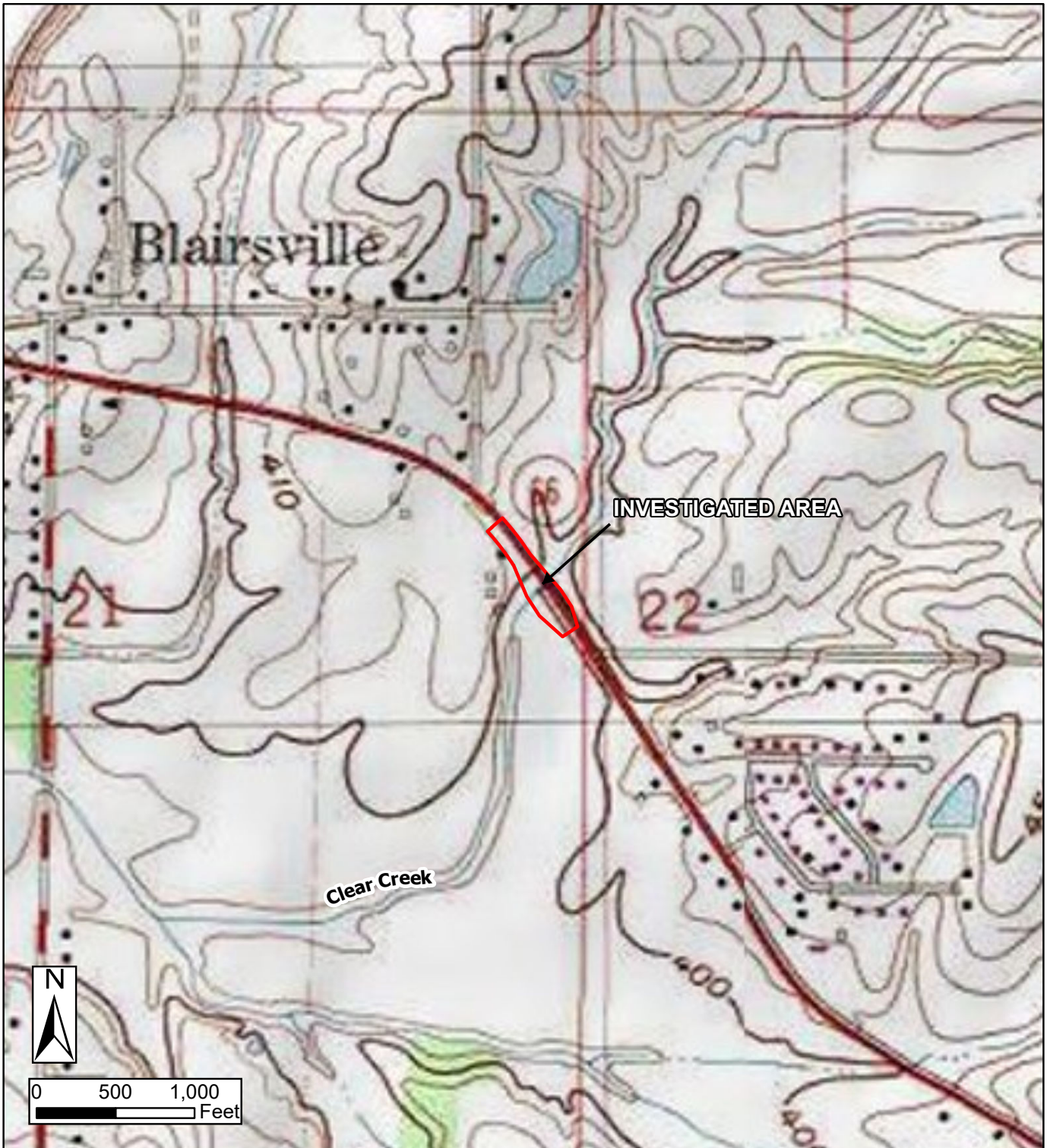


Figure 2
USGS Topographic Frankton Quadrangle
Large Scale Map 1:10,000
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Investigated Area

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025

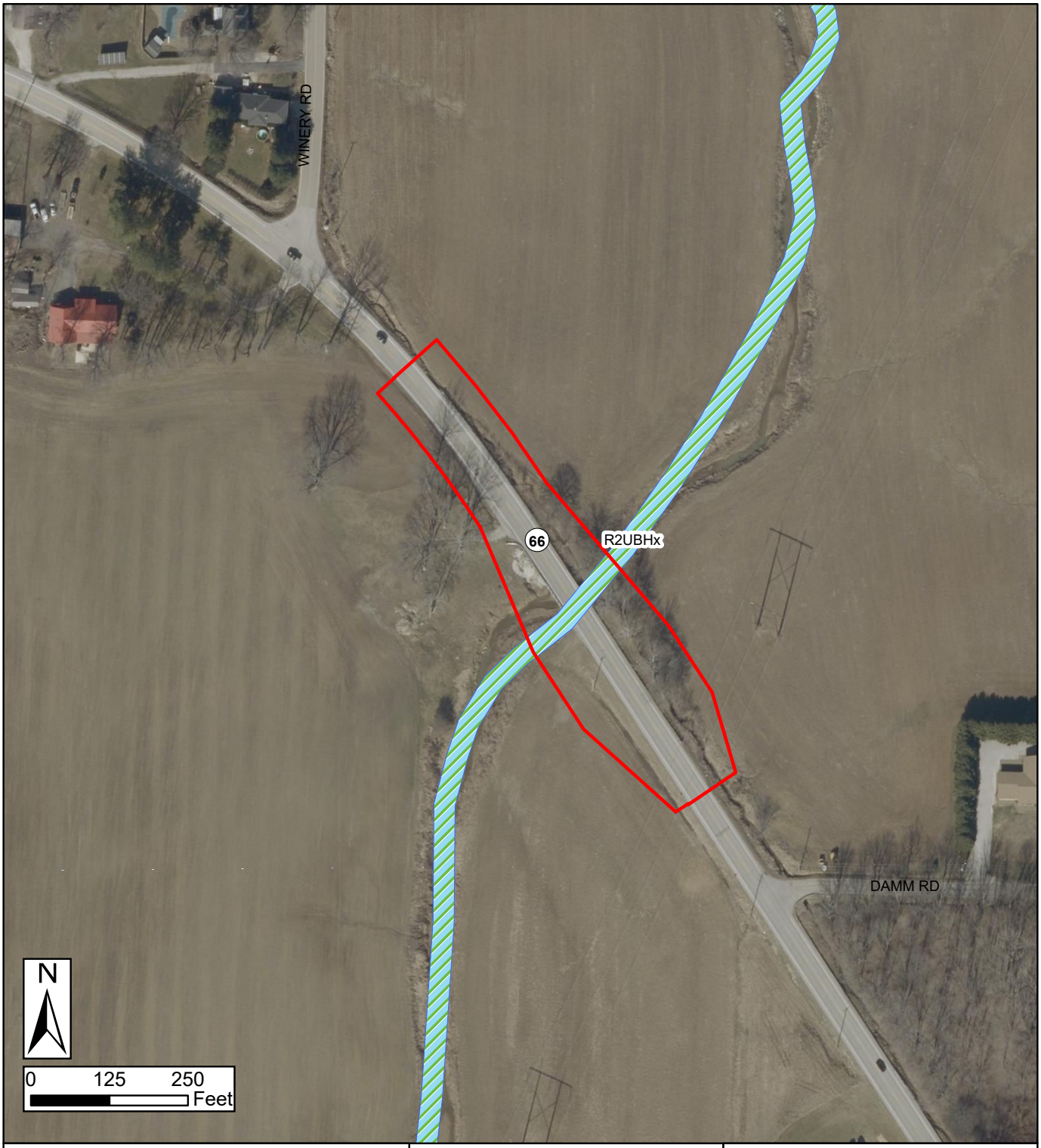


Figure 4
USFWS National Wetland Inventory Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Investigated Area
NWI Wetlands

Source: USFWS NWI Wetlands 2025

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025



Soil Unit Symbol	Soil Unit Name	Hydric Rating
Wa	Wakeland silt loam, 0 to 2 percent slopes, frequently flooded	Predominantly Non-Hydric (5%)

Figure 5
USDA Hydric Soil Rating Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

- Investigated Area
- 0% Not Hydric
- 1 to 32% Predominantly Non Hydric
- 33 to 65% Partially Hydric
- 66 to 99% Predominantly Hydric
- 100% Hydric

Source: USDA NRCS 2025

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025

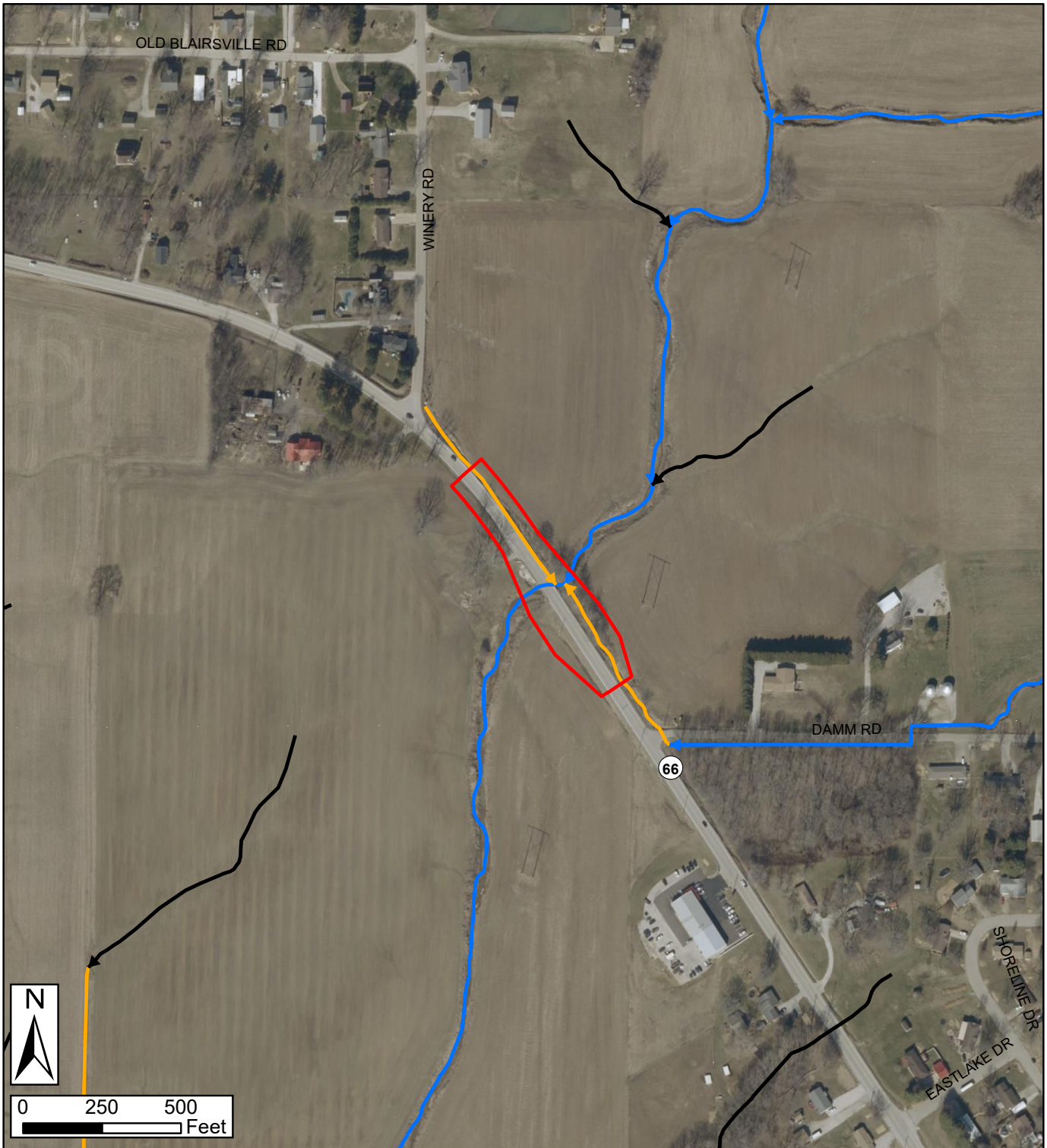


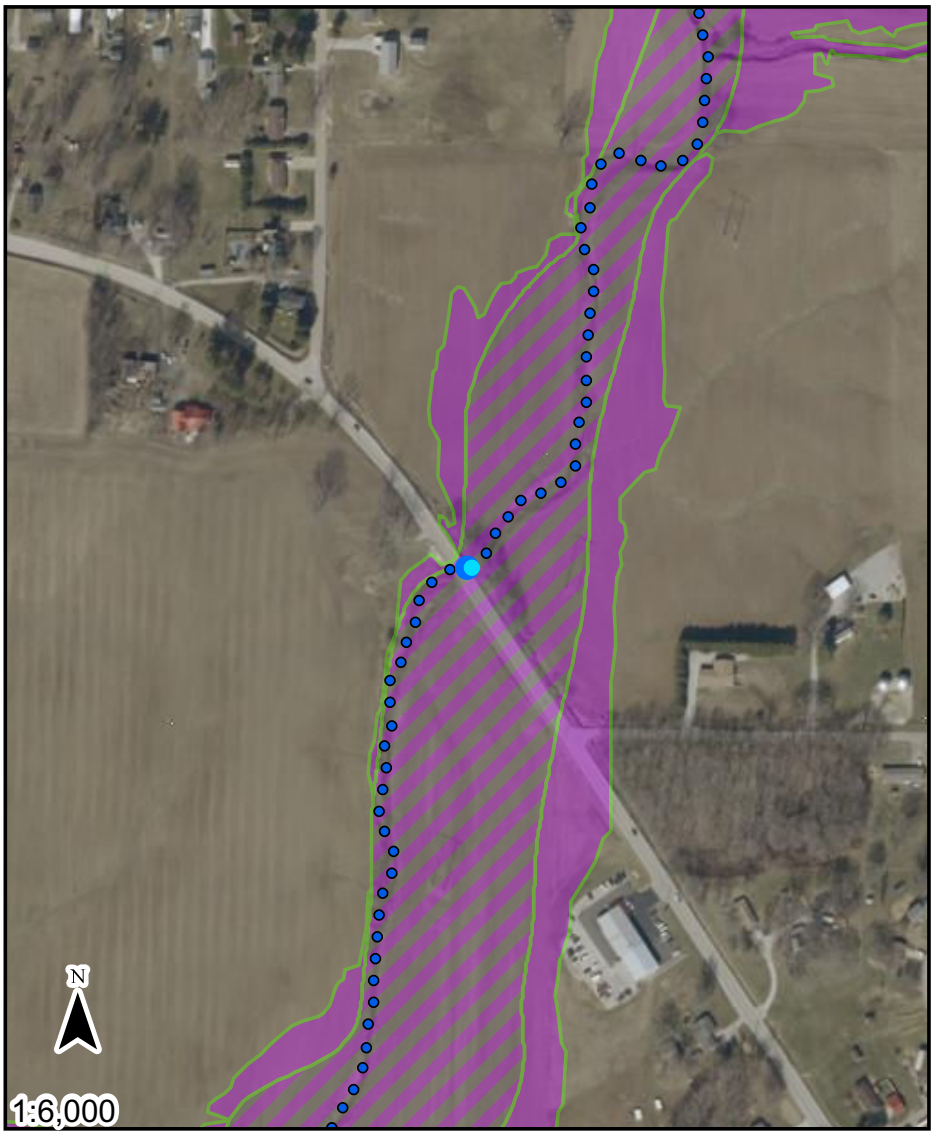
Figure 6
USGS National Hydrography Data Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Investigated Area
Drainageway
Artificial Path
Canal/Ditch
Stream/River

Source: USGS NHD 2025

Kaskaskia Engineering Group, LLC

Created by Brigitte M.4/4/2025



Point of Interest
Base Flood Elevation Point
POI
1.0
DNR Approximate Floodway
DNR Approximate Fringe
Not Mapped

Figure 7
Floodplain Analysis and Regulatory Assessment (FARA) Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Long: **-87.75355708465575**

Lat: **38.07517267548459**

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

County: **Posey**

Stream Name:
Unnamed Tributary Big Creek

Approximate Ground Elevation: **393.5 feet (NAVD88)**

Base Flood Elevation: **400.5 Feet (NAVD88)**

Drainage Area: **Not Available**

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

National Flood Hazard Zone: **FEMA Zone A**

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

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

Floodplain Administrator: **Jerry Cotner,**

Community Jurisdiction: **Posey County, County proper**

Phone: **(812) 838-1323**

Email: **jerry.cotner@poseycountyin.gov**

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

Date Generated: 12/17/2024



Figure 8
Water Resources Map
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

Ordinary High Water Mark
Streams
Investigated Area

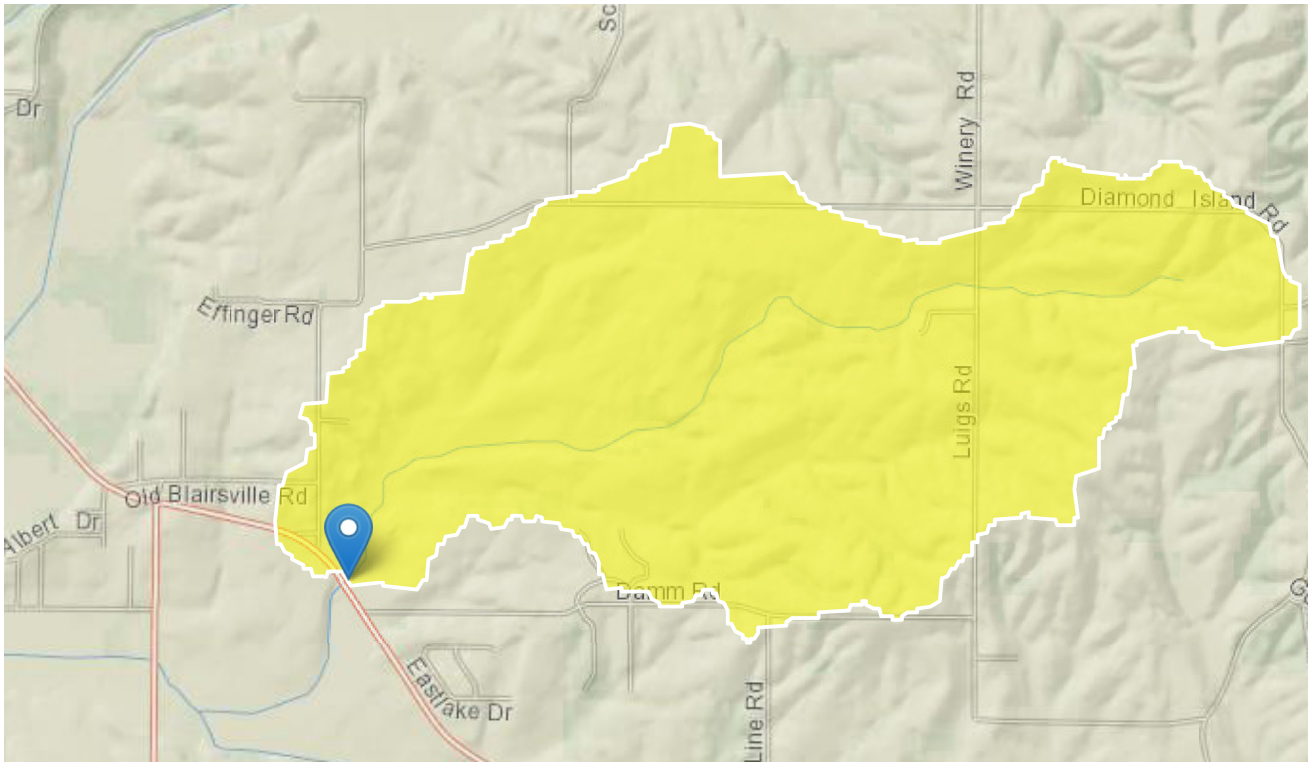
Kaskaskia Engineering Group, LLC

Created by Brigitte M. 4/4/2025

Figure 9
StreamStats Report
SR 66 over Clear Creek
Bridge Replacement
Posey County, Indiana
Des. No. 2200689

StreamStats Report - Clear Creek

Region ID: IN
Workspace ID: IN20241223014316730000
Clicked Point (Latitude, Longitude): 38.07524, -87.75347
Time: 2024-12-22 19:43:39 -0600



Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	1.877	square miles
K2INDNR	Average hydraulic conductivity (ft/d) for the full depth of unconsolidated deposits from InDNR well database.	11	ft per day
LC01FOREST	Percentage of forest from NLCD 2001 classes 41-43	6.1	percent
LOWREG	Low Flow Region Number	1730	dimensionless

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 5/7/2025

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Brigitte Moneymaker, 323 Main St, Suite Evansville, IN 47708

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The State Road (SR) 66 over Clear Creek project is located 3.28 miles east of SR 165 in Robinson Township, Posey County, Indiana. The proposed project will include a total bridge replacement (Structure [Str.] #066-65-01129/National Bridge Inventory [NBI] #023340) and reconstruction of the approach roadway. The existing structure will be replaced with a single span reinforced concrete slab bridge (Str. #066-65-10787/NBI #023340). The grade will be raised with full depth pavement and tied back into the existing roadway with transition milling and resurfacing. V-ditches and flat bottom ditches will be adjusted based on this grade raise. Guardrails will be replaced and riprap will be placed along the abutments and on certain points of the ditches that have steep slopes.

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

State: IN County/parish/borough: Posey County City:

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

Lat.: Long.: -87.753600

Universal Transverse Mercator: 16N

Name of nearest waterbody: Clear Creek

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

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

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

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)
Clear Creek	38.075209	-87.753422		non-wetland	Section 404
UNT 1 to Clear Creek	38.074595	-87.753009	0.02 acre /284.68 lft	non-wetland	Section 404
UNT 2 to Clear Creek	38.075566	-87.753858	0.02 acre /256.81 lft	non-wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

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

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

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

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: Figures 1-9.
- [ ] 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: _____.
- [x] U.S. Geological Survey Hydrologic Atlas: NHD Figure 6.
  - [x] USGS NHD data.
  - [ ] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: 7.5 minutes, Frankton Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey, 2024.
- [x] National wetlands inventory map(s). Cite name: USFWS NWI Online Mapper, 2024.
- [ ] State/local wetland inventory map(s): _____.
- [x] FEMA/FIRM maps: IDNR Best Available, 2024.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [ ] Aerial (Name & Date): _____.
  or [x] Other (Name & Date): Photolog Taken 810/17/2024.
- [ ] 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.

_____	Bijoux Myhre 5/7/25
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

[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

Kaskaskia Engineering Group, LLC

323 Main Street
Suite F
Evansville, Indiana 47708
812.314.7041 *phone*
618.233.5977 fax

Sample Letter

Re: Designation Number: 2200689, SR 66 Over Clear Creek, Bridge Replacement Project, Posey County, Indiana

Notice of Entry for Survey or Investigation
March 21, 2025

Dear Property Owner:

Our information indicates that you own/or reside at a property near a proposed transportation project located on SR 66 over Clear Creek, 3.28 Miles East of SR 165, Posey County, near Blairsville, Indiana. Representatives of the Indiana Department of Transportation will be conducting environmental surveys of the project area in the near future. These studies will evaluate the roadway as well as the surrounding area near the intersection. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. 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.

The survey work may include the identification and mapping of wetlands, measuring and identification of trees and/or vegetation, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. Any excavation work conducted as part of this project will involve hand tools only. Excavations will be backfilled upon completion. The information we obtain from such studies is necessary for the proper planning and design of this highway project.

Staff performing this work will retain a copy of this letter and will attempt to identify themselves to the occupant before they enter the property. We anticipate these field investigations will occur starting April 2025 (weather dependent).

If any problems do occur, please communicate with the field crew or INDOT Project Manager, Jim Lesh, at 317.238.4714, email: jilesh@indot.in.gov or Consultant Project Manager Virginia Flynn, at 618.233.5877, email: vflynn@kaskaskiaeng.com.

Please be aware that you have the right to request any or all archaeological artifacts collected from your property. If you do not ask that artifacts be returned to you, all recovered archaeological material will be curated at a state-approved Qualified Curation Facility. If you wish to have artifacts returned to you, please call or email Matt Coon at mcoon@indot.in.gov or 317.697.6752

If is our sincere desire to cause as little inconvenience as possible during this survey, and we thank you in advance for your cooperation.

Respectfully,

KASKASKIA ENGINEERING GROUP, LLC

Virginia Flynn

Virginia Flynn, PWS
Project Manager

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
Indiana Department of Transportation	44506 / 2200519		Init.	I 64	Small Structures & Drains Construction	Vincennes	9.005	NHPP	$4,857,174.25	Road Construction	CN	$3,651,718.50	$405,746.50		$4,057,465.00			
Performance Measure Impacted: Safety																		
Location: From 1.20 miles W of SR 69 to 1.47 miles W of SR I65																		
Comments:Include DES 2200519, 2200972, 2400720																		
Indiana Department of Transportation	44507 / 2200527		Init.	I 64	Bridge Deck Replacement	Vincennes	0	NHPP	$31,004,908.00	Bridge Construction	CN	$24,744,607.20	$2,749,400.80		$15,396,644.48	$12,097,363.52		
Performance Measure Impacted: Bridge Condition																		
Location: At 1.23 miles E of SR 69																		
Comments:Include DES 2200525, 2200526, 2200527, 2200528, 2200529, 2200530																		
Indiana Department of Transportation	44516 / 2200689		Init.	SR 66	Bridge Replacement	Vincennes	0	STBG	$3,812,374.00	Bridge Construction	CN	$2,909,740.80	$727,435.20	$60,000.00	$3,577,176.00			
Performance Measure Impacted: Bridge Condition																		
Location: Over Clear Creek 03.28 miles E of SR 165																		
Comments:Include DES 2200689, 2200691																		
Posey County	44873 / 2201662		Init.	ST 9863	Bridge Replacement	Vincennes	.13	STBG	$5,656,800.00	Local Bridge Program	RW	$238,400.00	$0.00	$238,400.00				
										Local Funds	CN	$0.00	$957,000.00				$957,000.00	
										Local Bridge Program	CN	$3,828,000.00	$0.00				$3,828,000.00	
										Local Funds	RW	$0.00	$59,600.00	$59,600.00				
Performance Measure Impacted: Bridge Condition																		
Location: Bridge #351 From E 10th Street to E Grant Street along Mulberry Street																		
Comments:Include DES 2201662																		
Indiana Department of Transportation	45286 / 2301044	2	Init.	SR 165	Small Structure Replacement	Vincennes	0	STBG	$1,048,107.00	Bridge Construction	CN	$579,048.00	$144,762.00		$20,000.00	$703,810.00		
										Bridge ROW	RW	$9,600.00	$2,400.00	$12,000.00				
Performance Measure Impacted: Bridge Condition																		
Location: SR 165 Bridge over UNT, 1+82 N JCT SR 66																		
Comments:Include DES 2301044																		
Indiana Department of Transportation	45288 / 2301186	2	Init.	SR 69	Small Structures & Drains Construction	Vincennes	.623	NHPP	$636,597.00	Road Construction	CN	$283,972.80	$70,993.20		$15,000.00	$339,966.00		
Performance Measure Impacted: Safety																		
Location: From 3.55 mile N of SR 62 jct to 3.60 mile N of SR 62 jct																		
Comments:Include DES 2301186																		

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

Appendix I
Additional Studies/Reports

Routine Inspection Report



Structure Information

B.ID.01 Bridge Number	023340	
B.ID.02 Bridge Name	066-65-01129	
B.F.01 Feature Type - Number	01	01
B.F.01 Feature Type - Type	H - Highway	W - Waterway
B.F.02 Feature Location	C - Carried on bridge	B - Below bridge
B.F.03 Feature Name	SR 66	Clear Creek

Inspection Information

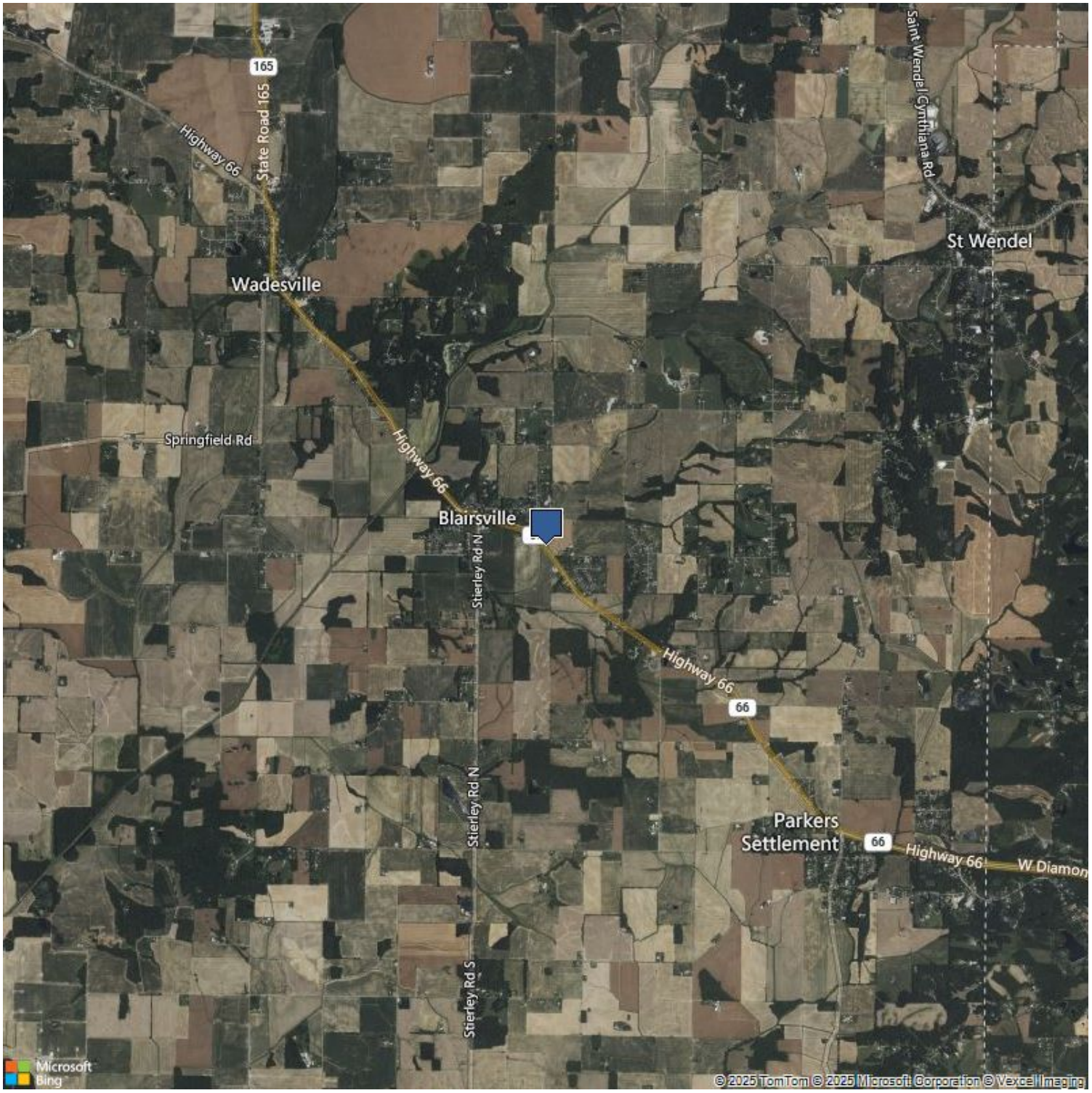
B.IE.02 Inspection Begin Date	2025-03-18	B.IE.04 Bridge Inspector	IN000762-2026
B.IE.01 Inspection Type		Additional Inspectors:	

Condition Ratings Summary

B.C.01 Deck	**6**	B.C.07 Bridge Bearings	**N**
B.C.02 Superstructure	**5**	B.C.08 Bridge Joints	**N**
B.C.03 Substructure	**6**	B.C.09 Channel	**6**
B.C.04 Culvert	**N**	B.C.10 Channel Protection	**6**
B.C.05 Bridge Railing	**7**	B.C.11 Scour	**6**
B.C.06 Bridge Railing Transitions	**7**		

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

Location Map



B.L.02 County Code	65 - Posey	B.L.05 Latitude	38.07516
B.L.11 Bridge Location	N - Not applicable	B.L.06 Longitude	-87.7536

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

Routine Inspection Summary

History:

- Bridge originally built in 1932 under Contract B-00468
- Bridge was later rehabilitated and widened by INDOT Maintenance Forces in 1964 through the installation of one PCBB on each side and bearing on the abutment wing walls.

Condition Summary:
The main structure components appear generally sound, but do exhibit areas of minor to moderate concrete deterioration consisting of spalls, scaling, and cracking. Heaviest deterioration visible across the full span length of the exterior surfaces of the South Fascia Beam (original RCG). Bridge was widened with one PPC Box Beam installed on each fascia; those beams appeared sound with no visible major deterioration. The channel flows against portions of the abutments, but no footing are exposed.

Recommendations:
Structure is scheduled for replacement in SPMS under Des. #2200689, Contract #44516 letting 10/07/2026.

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

Section 1: Bridge Identification

Subsection 1.1: Identification

B.ID.01 Bridge Number	023340
B.ID.02 Bridge Name	066-65-01129
B.ID.03 Previous Bridge Number	

Subsection 1.2: Location

B.L.01 State Code	18 - Indiana	B.L.02 County Code	65 - Posey
B.L.03 Place Code	00000 - N/A	B.L.04 Highway Agency District	6 - Vincennes
B.L.05 Latitude	38.07516	B.L.06 Longitude	-87.7536
B.L.07 Border Bridge Number	N	B.L.08 Border Bridge State or County Code	
B.L.09 Border Bridge Insp. Resp.		B.L.10 Border Bridge Designated Lead State	S01 - State transportation department
B.L.11 Bridge Location	N - Not applicable		
B.L.12 Metro. Planning Org.	N - Bridge is not eligible for the National Register, and is not in a historic district eligible for the National Register		

Subsection 1.3: Classification

B.CL.01 Owner	S01 - State transportation department	B.CL.02 Maintenance Responsibility	S01 - State transportation department
B.CL.03 Federal or Tribal Land Access	N - Not applicable	B.CL.04 Historic Significance	N - Bridge is not eligible for the National Register, and is not in a historic district eligible for the National Register
B.CL.05 Toll	N - Bridge does not carry a toll road and is not a toll bridge	B.CL.06 Emergency Evacuation Designation	

Section 2: Bridge Material and Type

Subsection 2.1: Span Material and Type

B.SP.01 Span Configuration Designation - Number	01
B.SP.01 Span Configuration Designation - Type	M - Main
B.SP.02 Number of Spans	1
B.SP.03 Number of Beam Lines	6
B.SP.04 Span Material	C01 - Reinforced concrete – cast-in-
B.SP.05 Span Continuity	1 - Simple or single span
B.SP.06 Span Type	G03 - Girder/beam – tee-beam
B.SP.07 Span Protective System	C02 - Coating – sealer
B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.09 Deck Material and Type	C01 - Reinforced concrete – cast-in-

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.11 Deck Protective System	C02 - Coating - sealer
B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.13 Deck Stay-In-Place Forms	0 - None

Subsection 2.2: Substructure Material and Type

B.SB.01 Substructure Configuration Designation - Number	01
B.SB.01 Substructure Configuration Designation - Type	A - Abutment
B.SB.02 Number of Substructure Units	2
B.SB.03 Substructure Material	C01 - Reinforced concrete – cast-in-
B.SB.04 Substructure Type	A05 - Abutment – semi-integral
B.SB.05 Substructure Protective System	0
B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.07 Foundation Protective System	0 - None

Subsection 2.3: Roadside Hardware

B.RH.01 Bridge Railings	I0-T	B.RH.02 Transitions	I0-T

Section 3: Bridge Geometry

B.G.01 NBIS Bridge Length	46	B.G.02 Total Bridge Length	46
B.G.03 Maximum Span Length	40	B.G.04 Minimum Span Length	
B.G.05 Bridge Width Out-to-Out	32.7	B.G.06 Bridge Width Curb-to-Curb	30.7
B.G.07 Left Curb or Sidewalk Width	1	B.G.08 Right Curb or Sidewalk Width	1
B.G.09 Approach Roadway Width	28	B.G.10 Bridge Median	0 - No median
B.G.11 Skew	00	B.G.12 Curved Bridge	N - Not curved
B.G.13 Maximum Bridge Height		B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area		B.G.16 Calculated Deck Area	1504.2
Culvert Barrel Length		Culvert Height	
Culvert Width			

Section 4: Features

Subsection 4.1: Feature Identification

B.F.01 Feature Type - Number	01	01
B.F.01 Feature Type - Type	H - Highway	W - Waterway
B.F.02 Feature Location	C - Carried on bridge	B - Below bridge
B.F.03 Feature Name	SR 66	Clear Creek

Subsection 4.2: Routes

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

B.F.01 Feature Type - Number	01
B.F.01 Feature Type - Type	H - Highway
B.RT.01 Route Designation	R01
B.RT.02 Route Number	66
B.RT.03 Route Direction	EW - Eastbound and Westbound
B.RT.04 Route Type	3 - State route
B.RT.05 Service Type	1 - Mainline

Subsection 4.3: Highways

B.F.01 Feature Type - Number	01
B.F.01 Feature Type - Type	H - Highway
B.H.01 Functional Classification	4 - Minor Arteria
B.H.02 Urban Code	99999 - Outside urban area
B.H.03 NHS Designation	N - Non-NHS
B.H.04 National Highway Freight Network	N - Not on the NHFN
B.H.05 STRAHNET Designation	N - Not a STRAHNET route
B.H.06 LRS Route ID	
B.H.07 LRS Mile Point	12.06
B.H.08 Lanes on Highway	2
B.H.09 Annual Average Daily Traffic	8081
B.H.10 Annual Average Daily Truck Traffic	10
B.H.11 Year of Annual Average Daily Traffic	2004
B.H.12 Highway Maximum Usable Vertical Clearance	99.9
B.H.13 Highway Minimum Vertical Clearance	99.9
B.H.14 Highway Minimum Horizontal Clearance, Left	
B.H.15 Highway Minimum Horizontal Clearance, Right	
B.H.16 Highway Maximum Usable Surface Width	30.7
B.H.17 Bypass Detour Length	5
B.H.18 Crossing Bridge Number	

Subsection 4.4: Railroads

Subsection 4.5: Navigable Waterways

B.F.01 Feature Type - Number	01
B.F.01 Feature Type - Type	W - Waterway
B.N.01 Navigable Waterway	N
B.N.02 Navigation Minimum Vertical Clearance	
B.N.03 Movable Bridge Maximum Navigation Vertical Clearance	
B.N.04 Navigation Channel Width	

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

B.N.05 Navigation Channel Minimum Horizontal Clearance
B.N.06 Substructure Navigation Protection

Section 5: Loads, Load Rating, and Posting

Subsection 5.1: Loads and Load Ratings

B.LR.01 Design Load	H20 - H-20	B.LR.02 Design Method	ASD - Allowable Stress Design
B.LR.03 Load Rating Date	02/29/2024	B.LR.04 Load Rating Method	EJ - Field evaluation and documented engineering judgment
B.LR.05 Inventory Load Rating Factor	0.68	B.LR.06 Operating Load Rating Factor	1.13
B.LR.07 Controlling Legal Load Rating Factor	1.00	B.LR.08 Routine Permit Loads	C - Bridge does not carry routine permit loads. Routine permit loads are restricted from the bridge.

Subsection 5.2: Load Posting Status

B.PS.01 Load Posting Status	B.PS.02 Posting Status Date Change
PO	

Subsection 5.3: Load Evaluation and Posting

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value

Maximum Allowable Weight Limit (Tons)	Maximum Allowable Tonnages on Signage
Max Allowable CV (Gross) Max Allowable EV (Single Axle) Max Allowable EV (Tandem) Max Allowable EV (Gross)	*Actual posted values may not exceed those as shown below **Sample Commercial Vehicle signage displayed is applicable only when B.EP.03 Posting Type includes G

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

Section 6: Inspections

Subsection 6.1: Inspection Requirements

B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.	B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 Underwater Inspection Required	N - Underwater inspection not required	B.IR.04 Complex Feature	N - Bridge does not have complex feature

Subsection 6.2: Inspection Events

B.IE.01 Inspection Type	
B.IE.02 Inspection Begin Date	2025-03-18
B.IE.03 Inspection Completion Date	2025-03-18
B.IE.04 Nationally Certified Bridge Inspector	IN000762-2026
B.IE.05 Inspection Interval	24
B.IE.06 Inspection Due Date	
B.IE.07 Risk-Based Inspection Interval Method	1
B.IE.08 Inspection Quality Control Date	2025-03-21
B.IE.09 Inspection Quality Assurance Date	
B.IE.10 Inspection Data Update Date	
B.IE.11 Inspection Note	
B.IE.12 Inspection Equipment	AN

Section 7: Bridge Condition

Subsection 7.1: Component Condition Ratings

B.C.01 Deck	6 - SATISFACTORY Widespread minor or isolated moderate defects.

Underside deck exhibits intermittent hairline longitudinal cracking with light efflorescence, some small spalls with exposed reinforcement, and small areas of delamination.

B.C.01a Wearing Surface	4 - Poor Condition

Cracks are visible in bituminous surface; some have been sealed. According to Bridge Inspection Manual; Section 7-1.03 specifies the wearing surface on all state bridges with a bituminous wearing surface without an Agency-approved waterproofing membrane system between wearing surface and deck shall be rated a "4"

B.C.01b Approach Slab	N - Not Applicable

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

B.C.08 Bridge Joint Type	N - No Bridge Joints	B.C.08 Joint Location	N - NOT APPLICABLE Bridge does not have deck joints.
B.C.08 Bridge Joints	N - NOT APPLICABLE Bridge does not have deck joints.		
B.C.08a Terminal Joint	N - Not Applicable		
B.C.05 Bridge Railing	7 - GOOD Some minor defects.		
B.C.06 Bridge Railing Transitions	7 - GOOD Some minor defects.		
B.C.02 Superstructure	5 - FAIR Some moderate defects		
PCBBs added to widen structure appeared sound with no major deterioration visible. Original fascia RCGs exhibited heavy scaling, spalling with exposed reinforcing, and longitudinal cracking with efflorescence; mainly on exteriors and undersides. Deterioration much more pronounced on original south RCG.			
B.C.07 Bridge Bearings	N - NOT APPLICABLE Component does not exist.	B.C.07 Bearing Type	N - No Bearing(s)
B.C.02a Paint	N - Not Applicable		
B.C.02a Paint Year		B.C.02a Paint Location	N - No Paint
B.C.03 Substructure	6 - SATISFACTORY Widespread minor or isolated moderate defects.		
Few vertical cracks on both abutments Significant cracking with efflorescence and moderate to heavy scaling on the north end of the east abutment. Some cracking with efflorescence on abutment back walls between RCGs. All four corners exhibits spalling and cracking.			
B.C.03a Concrete Slopewall	N - Not Applicable		
B.C.04 Culvert	N - NOT APPLICABLE Component does not exist.		
B.C.09 Channel	6 - SATISFACTORY Widespread minor or isolated moderate defects.		
Channel not well aligned with bridge opening flowing against portions of the abutment; however, no footings were visible.			
B.C.10 Channel Protection	6 - SATISFACTORY Widespread minor or isolated moderate defects.		
Minor to moderate bank erosion present, but no appreciable drift accumulation.			
B.C.11 Scour	6 - Widespread minor or isolated moderate scour.		
Minor to moderate bank erosion present, but no appreciable drift accumulation.			
B.C.12 Bridge Condition Classification	F - Fair	B.C.13 Lowest Condition Rating Code	5 - FAIR Some moderate defects
B.C.14 NSTM Inspection	N - NOT APPLICABLE Component does not exist.		
B.C.15 Underwater Inspection	N - NOT APPLICABLE Component does not exist.		

B.ID.01 Bridge Number	023340	Inspector:	James Hefferman
B.ID.02 Bridge Name	066-65-01129	Inspection Date:	03/18/2025

Subsection 7.4: Appraisal

B.AP.01 Approach Roadway Alignment	F - Fair		
B.AP.02 Overtopping Likelihood	1 - Remote – once every 100 years or less frequently		
B.AP.03 Scour Vulnerability	A - Scour appraisal completed. Bridge determined to be stable for scour.		
B.AP.03a Scour Analysis Status		B.AP.03a Scour Analysis Date	
B.AP.03a Scour Analysis Determination			
Hydraulics Comments			
B.AP.03b Scour Analysis Status		B.AP.03b Date of Countermeasures Placed or Field Verified	
B.AP.03b Bridge Inspection Comments			
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.		
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not completed.		
Are cliff swallows or nests present?	No	Can bats or guano be seen or heard?	No
Delinquent	No	Delinquent Reason	

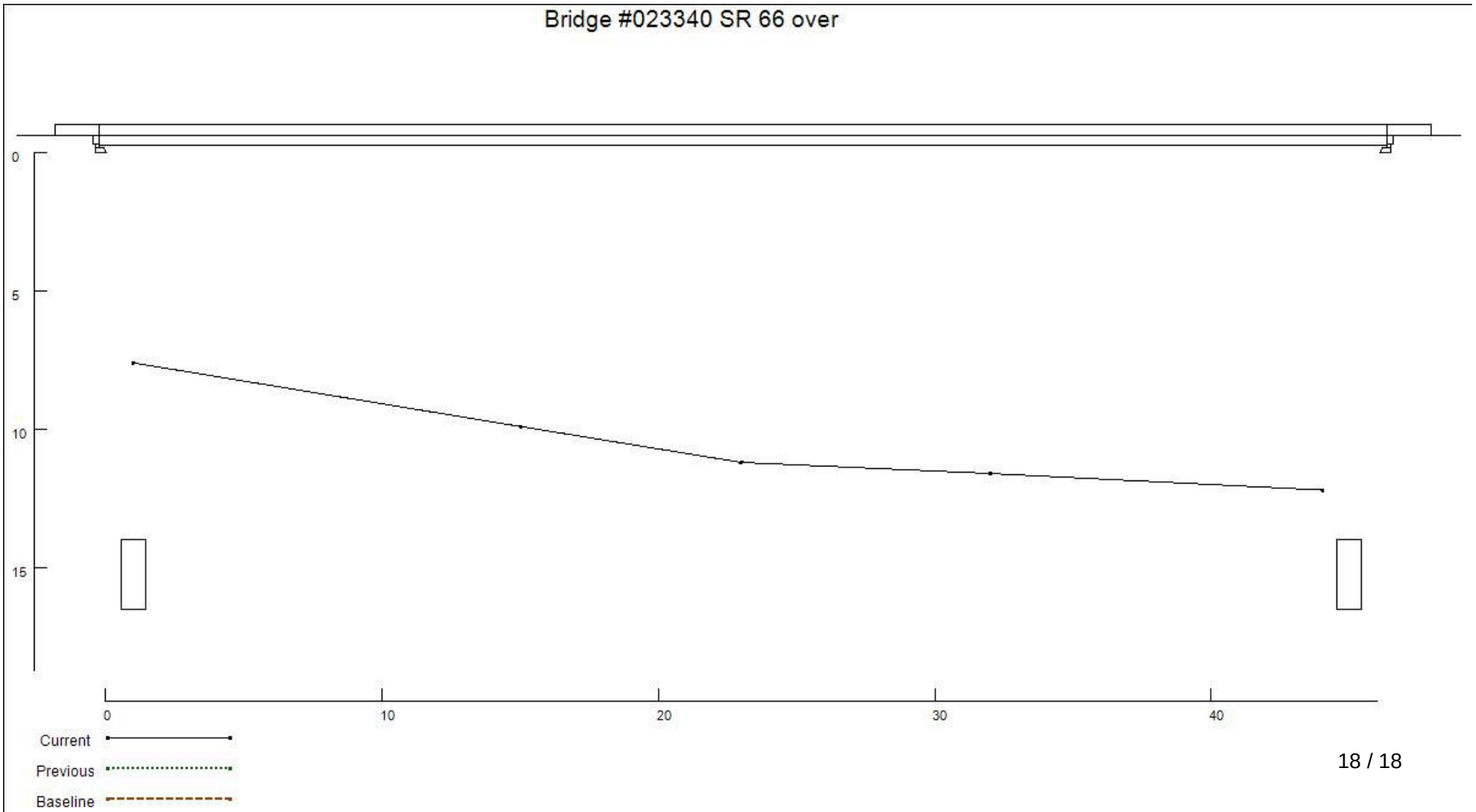
Subsection 7.5: Work Events

B.W.01 Year Built	
B.W.02 Year Work Performed	B.W.03 Work Performed

Element Level Condition Ratings

Subsection 7.3: Element Conditions

Element	Total Quantity	Units	B.CS.01 CS 1	B.CS.02 CS 2	B.CS.03 CS 3	B.CS.04 CS 4


Bridge #023340 SR 66 over
0
5
10
15
0
10
20
30
40
Current
Previous
Baseline

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 233-2096
FAX: (317) 233-4929

Eric Holcomb, Governor
Michael Smith, Commissioner

June 3, 2024

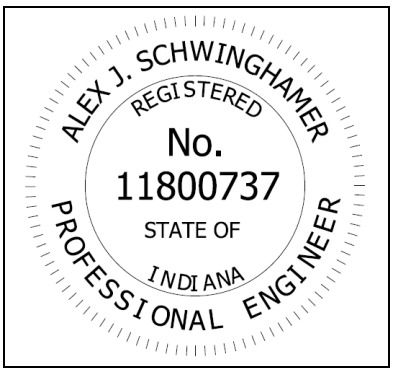
TO: Anthony Schueler
INDOT Bridge Design Engineer

FROM: Alex Schwinghamer
INDOT Hydraulics Engineer

SUBJECT: HYDRAULIC LETTER FOR BRIDGES
New Structure Number: 066-65-10767
Old Structure Number: 066-65-01129
Location: SR66, 3.28 miles E of SR165
Des. #: 2200689
Crossing: Clear Creek
SPMS Type of Work: Replacement

ANALYSIS: Alex Schwinghamer, P.E.
Hydraulics Engineer

REVIEWER: Eric J Moster, P.E.
INDOT Sr Hydraulics Engineer



Drainage Area	= 2.0	sq. mi.
Q_{100} (AEP 1%)	= 1120	cfs
Q_{500} (AEP 0.2%)	= 1512	cfs
Elevation @ Q_{100}	= 397.56	ft.
IDNR CIF Permit Needed (Y/N):	No	
Legal Drain (Y/N):	No	

Existing Conditions:

40 ft Single Span Bridge

Q_{100} (AEP 1%) Headwater Elevation	= 398.45	ft.
Backwater	= 1.07	ft.
Velocity @ Q_{100} (AEP 1%)	= 7.94	ft./s.
Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 138.1	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 401.38	ft.
Skew	= 0	deg.

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Eric Holcomb, Governor
Michael Smith, Commissioner

Proposal 1 Conditions:

Single Span Flat Top 40 ft Span

Q_{100} (AEP 1%) Headwater Elevation	= 398.45	ft.
Backwater	= 1.07	ft.
Velocity @ Q_{100} (AEP 1%)	= 7.94	ft./s.
Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 138.1	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 401.38	ft.
Skew	= 0	deg.

Q_{100} (AEP 1%) Contraction Scour	= 4.40	ft.
Q_{100} (AEP 1%) Total Scour	= 4.40	ft.
Q_{100} (AEP 1%) Low Scour Elevation	= 387 .53	ft.
Q_{100} (AEP 1%) Max Velocity	= 9.41	ft /s.
Q_{500} (AEP 0.2%) Elevation	= 398.03	ft.
Q_{500} (AEP 0.2%) Contraction Scour	= 6.56	ft.
Q_{500} (AEP 0.2%) Total Scour	= 6.56	ft.
Q_{500} (AEP 0.2%) Low Scour Elevation	= 385.37	ft.
Q_{500} (AEP 0.2%) Max Velocity	= 11.60	ft./s.

Proposal 2 Conditions:

Single Span Arch Top 48 ft Span

Q_{100} (AEP 1%) Headwater Elevation	= 398.04	ft.
Backwater	= 1.00	ft.
Velocity @ Q_{100} (AEP 1%)	= 7.23	ft./s.
Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 150.3	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 401.38	ft.
Skew	= 0	deg.

Q_{100} (AEP 1%) Contraction Scour	= 4.47	ft.
Q_{100} (AEP 1%) Total Scour	= 4.47	ft.
Q_{100} (AEP 1%) Low Scour Elevation	= 387 .46	ft.
Q_{100} (AEP 1%) Max Velocity	= 9.07	ft /s.
Q_{500} (AEP 0.2%) Elevation	= 398.03	ft.
Q_{500} (AEP 0.2%) Contraction Scour	= 7.46	ft.
Q_{500} (AEP 0.2%) Total Scour	= 7.46	ft.
Q_{500} (AEP 0.2%) Low Scour Elevation	= 384.47	ft.
Q_{500} (AEP 0.2%) Max Velocity	= 10.99	ft./s.

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Eric Holcomb, Governor
Michael Smith, Commissioner

Proposal 3 Conditions:

Single Span Spill Through 72.1 ft Span

Q_{100} (AEP 1%) Headwater Elevation	= 398.34	ft.
Backwater	= 0.91	ft.
Velocity @ Q_{100} (AEP 1%)	= 5.60	ft./s.
Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 192.4	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 401.13	ft.
Skew	= 0	deg.

Q_{100} (AEP 1%) Contraction Scour	= 3.34	ft.
Q_{100} (AEP 1%) Total Scour	= 3.34	ft.
Q_{100} (AEP 1%) Low Scour Elevation	= 388.59	ft.
Q_{100} (AEP 1%) Max Velocity	= 6.94	ft /s.
Q_{500} (AEP 0.2%) Elevation	= 398.03	ft.
Q_{500} (AEP 0.2%) Contraction Scour	= 4.58	ft.
Q_{500} (AEP 0.2%) Total Scour	= 4.58	ft.
Q_{500} (AEP 0.2%) Low Scour Elevation	= 387.35	ft.
Q_{500} (AEP 0.2%) Max Velocity	= 7.59	ft./s.

Based on a flowline elevation of 391.93 feet.

The existing structure is a 40 ft single span beam bridge that has a low structure elevation of 401.38 ft. The model is based on survey and LiDAR data in NAVD88 elevation. This structure is not within a county regulated drain.

Proposal 1 is to replace the structure with a 40 ft span flat top that has a low structure of 401.38 ft. The application of Class 1 riprap should be used as per IDM Fig. 203-3B and Standard Drawing E723-CCSP. This proposal matches the alignment of the centerline of the existing bridge.

Proposal 2 is to replace the structure with a 48 ft span arch top that has a low structure of 401.38 ft. The application of Class 1 riprap should be used as per IDM Fig. 203-3B and Standard Drawing E723-CCSP. This proposal matches the alignment of the centerline of the existing bridge.

Proposal 3 is to replace the structure with a single span spill through bridge that has a low structure elevation of 401.13 ft. The low structure is lower than the existing, however the minimum of 2 ft freeboard is still met and the existing structure does not have record of debris issues. The application of revetment riprap should be used on the spill slopes as per IDM Fig. 203-3B and IDM Fig. 203-6H. Due to the longer span, the east matches the existing station for the abutment location. The span is then extended to the west to capture more of the floodplain that is effectively in use.

As pertains to this memo, the minimal required waterway opening and structure span are based on hydraulics geometry that is perpendicular to the flow.

If you have any questions or comments, please contact me at aschwinghamer@indot.in.gov.

AJS
cc: file

AT-RISK BUYING
ENVIRONMENTAL STATEMENT

Contract No.: B-44516

DES No: 2200689

LA Code.: 8368

Parcel number(s) eligible: 2

Parcel number(s) excluded: 0

Eligible Projects:

If a parcel on a project does NOT have a Section 4(f) designation, will not predetermine the choice of alternative, or have public involvement/controversy AND is real estate is funded with 100% State funds, which can apply if the services and acquisition are below designated state funding real estate threshold, then Right of Way (ROW) activities can proceed without waiting for the environmental document or the STIP to be completed.

District environmental and Real Estate shall be consulted in this determination by IHSM.

Real Estate Division Procedure:

For projects qualifying for At-Risk Buying, in order to proceed with R/W funding prior to environmental document approval, the Project Manager for this project needs to add: "Tracking, No Environmental Clearence Needed" in SPMS.

1. This language will allow a Purchase Order to be issued for services beyond appraising.

2. Any misrepresentation regarding project eligibility for At-Risk Buying may result in loss of project funding or other significant repercussions.

The undersigned affirms that this project and that this project falls within the parameters to qualify for At-Risk Buying. The undersigned In House Services Manager and Project Manager attests that all parcel(s) in this project, listed above, do NOT have the criteria listed above AND are 100% State funded.

Alan Kent Davis		04/29/2025
In-House Services Manager Printed Name	In-House Services Manager Signature	Date
Chad Whitehead	Chad Whitehead	4/30/25
Project Manager Printed Name	Project Manager Signature	Date

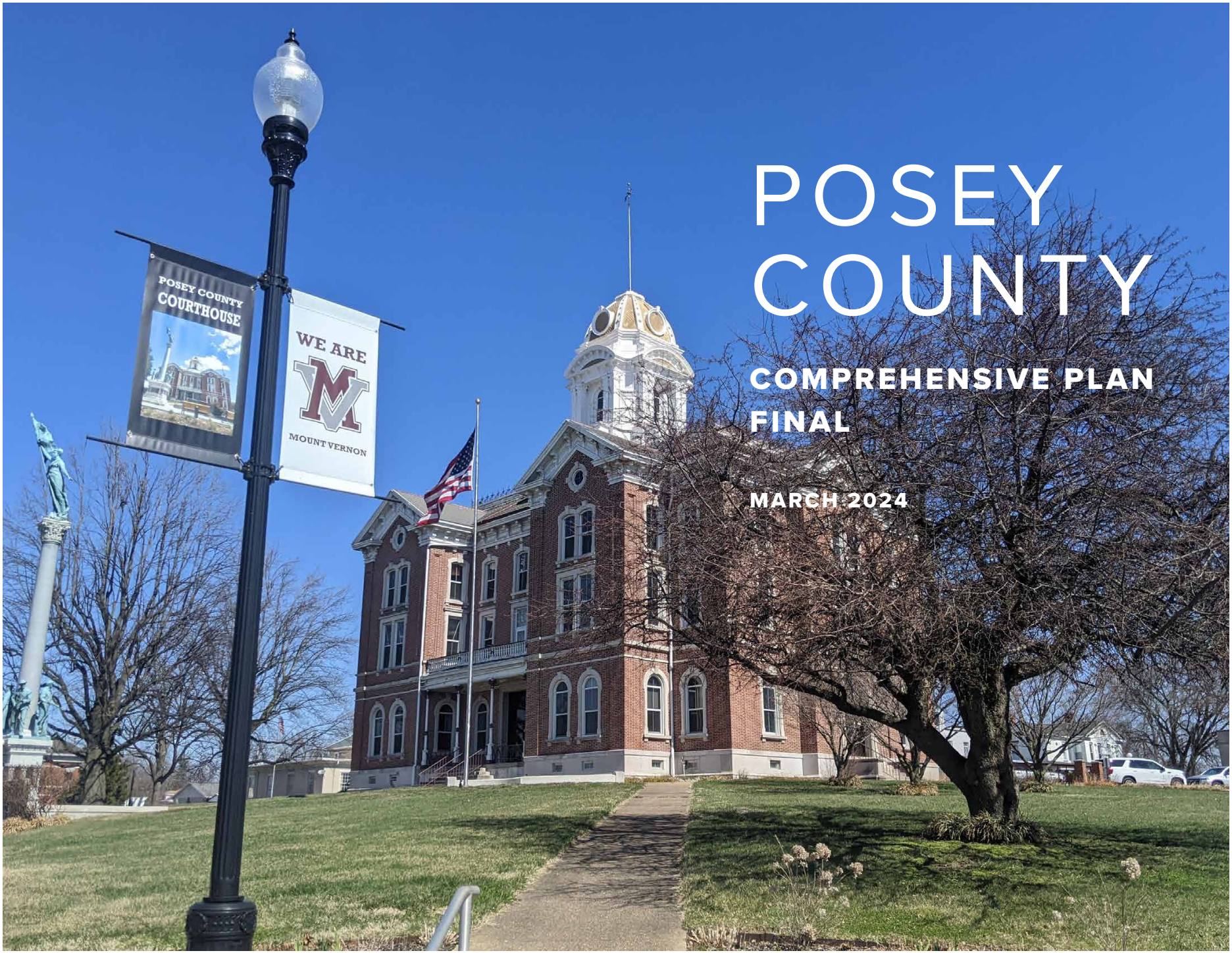
CC: District Consultant Services Manager

April 4, 2025

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

ProjectNumber	SubProjectCode	County	Property
1800068	1800068	Posey	Brittlebank Park and Municipal Pool
1800004	1800004	Posey	Harmonie State Park
1800096	1800096	Posey	Harmonie State Park
1800165	1800165	Posey	Harmonie State Park
1800171	1800171D	Posey	Harmonie State Park
1800177	1800177B	Posey	Harmonie State Park
1800220	1800220	Posey	Harmonie State Park
1800309	1800309A	Posey	Harmonie State Park
1800312	1800312D	Posey	Harmonie State Park
1800327	1800327E	Posey	Harmonie State Park
1800363	1800363K	Posey	Harmonie State Park
1800214	1800214	Posey	Hovey Lake State Fish & Wildlife Area & Weyerbacher Wetland Area
1800405	1800405W	Posey	Twin Swamps Nature Preserve

*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.



POSEY COUNTY

COMPREHENSIVE PLAN
FINAL

MARCH 2024

The Steering Committee members created a community vision statement for this comprehensive plan update. The community vision is a statement that is unique to the personality and aspirations of the community. Recalling the Existing Conditions Analysis and Community Engagement efforts findings: the county continues to attract and sustain a large employment base but has not seen significant residential growth in recent years. The community vision was designed to balance embracing the past, maximizing the present, and improving the future to create a thriving community for people and businesses. The goals, objectives, and strategies identified below strive to help the county achieve its vision.

VISION STATEMENT

"In Posey County, we envision a connected and inclusive community that offers diverse housing options and efficient transportation networks. We value our rich agricultural heritage, aiming to balance growth with preservation. Committed to enhancing the quality of life, we prioritize secure and reliable infrastructure, sustainable environmental practices, and robust economic development. **Our goal is to foster a vibrant county where residents thrive, businesses prosper, and nature is respected.**"

GOALS AND OBJECTIVES

Goals in the plan are overarching statements meant to guide community outcomes. They are designed to intersect with the plan's focus areas and connect various objectives under consistent themes. Each goal is accompanied by one or more objectives — specific and measurable criteria that further the intent of the goal. Some objectives might relate to more than one goal. This Plan includes seven goal statements for the Comprehensive Plan, along with their associated objectives. These goals are:

GOAL 1: HOUSING

Promote diverse, quality, and affordable housing types for residents of all income levels while encouraging connected and active communities in future housing developments.

Objectives associated with this goal include the following:

1. Foster safe, connected, and livable neighborhoods.
2. Accommodate all housing types and densities. Encourage mixed-housing density neighborhoods that integrate single-dwelling detached homes, single-dwelling attached homes, and multi-dwelling development with neighborhood-supporting businesses.
3. Create opportunities for life-long residency (e.g., young professionals, young adults, families, and seniors).
4. Encourage policies for home maintenance regardless of tenure (i.e., owner vs. renter).
5. Develop neighborhoods connected via roadway and sidewalk or trail systems supported by water, sewer, and broadband utilities.
6. Address decaying and blighted residential properties through financial incentives and partnerships.

GOAL 2: INFRASTRUCTURE | ROADS & UTILITIES

Strive for efficient and safe transportation through all systems, including bicycling and walking, while ensuring safe and efficient connections between northern and southern Posey County. Maintain, improve, and expand upon existing public utilities to provide new development with public utilities, specifically water and sewer, and ensure all systems can provide an adequate and safe supply.

Objectives associated with this goal include the following:

1. Maintain a high level of service for all infrastructure through continuous improvements.
2. Coordinate utility infrastructure extensions with land use, growth, and economic development policies.
3. Coordinate improvements to minimize disruption to public infrastructure systems and encourage all systems updates.
4. Include sidewalk or trail requirements along road improvements or developments in ordinances and plans to increase connectivity.
5. Work with INDOT and Mount Vernon to approve and construct the State Route 69 By-Pass.
6. Explore options for more direct north-south corridors connecting larger communities within the county.

GOAL 3: QUALITY OF LIFE | TOURISM, RECREATION, AND PLACEMAKING

Create communities and a county that develops high-quality places that promote social interactions, a healthy natural and built environment, and a safe community by increasing amenities such as parks and multi-modal trails and supporting local business development in community centers. Implement a branding campaign specific to Posey County to attract visitors or future residents and increase awareness of amenities in the community.

Objectives associated with this goal include the following:

1. Create a brand, identity, and environment that serves residents, visitors, and potential future partners and residents.
2. Utilize the built environment to create a sense of place and identity.
3. Promote and increase local events and activities.
4. Support facilities and programming that enhance parks, recreation, and cultural destinations.
5. Create a media relations and marketing plan for county promotion and awareness.
6. Preserve economically viable historic structures.

GOAL 4: BROADBAND

Promote increased broadband availability by encouraging fiber expansion during planned infrastructure improvements or requiring fiber installation in new developments.

Objectives associated with this goal include the following:

1. Encourage and promote diverse high-speed broadband access throughout the community, specifically on the edges of town and/or agricultural areas.
2. When feasible, consider laying the framework for fiber as a utility provided by the County or in partnership with Mainstream Fiber.
3. Update development standards to require new developments to have fiber included.

GOAL 5: AGRICULTURAL PRESERVATION

Preserve and maintain agricultural land by promoting agricultural best practices, encouraging redevelopment, or ensuring new development is located adjacent to town centers.

Objectives associated with this goal include the following:

1. Support the natural environment and agriculture's vital role in human and economic health by preserving natural corridors and undeveloped areas of prime farmland.
2. Encourage new development in key locations within the county and adjacent to existing towns or development centers.
3. Minimize the negative consequences of strip development along rural highways so that such uses do not impede or restrict access to agricultural zones within larger land blocks.

GOAL 6: ENVIRONMENT

Support policies that balance nature and the built environment while conserving open space landscapes, preserving natural systems, and protecting waterways.

Objectives associated with this goal include the following:

1. Promote a balance between nature and the built environment that preserves natural systems, protects waterways, reduces air pollution, encourages innovation in alternative energy sources, and conserves natural corridors and open space landscapes.
2. Promote the protection of the unique ecosystems located at the confluence of the Wabash and Ohio Rivers.
3. Update development guidelines to require large commercial or industrial buildings to have structural availability for solar panels and create a space to foster partnerships between energy and developing companies.

GOAL 7: ECONOMIC DEVELOPMENT

Bolster opportunities for new businesses to locate within the county. Continue to support existing businesses. Provide new jobs and more economic diversity and resilience for the community.

Objectives associated with this goal include the following:

1. Support the growth of existing and new businesses in appropriate locations within the county, particularly in town business districts.
2. Expand the county's industrial and commercial development focus to northern Posey County.
3. Leverage and expand upon the investments and initiatives along the Mount Vernon State Route 62 corridor.
4. Promote the redevelopment of vacant industrial and commercial sites near larger communities like Poseyville and New Harmony.
5. Focus enforcement and reinvestment/redevelopment activities in deteriorated or abandoned industrial and commercial properties, thus removing unsightly blight from the community.
6. Encourage the development of appropriate neighborhood businesses within residential areas to create walkability and ease of access to everyday needs.
7. Ensure the compatibility of existing and future businesses with the surrounding land uses.
8. Enhance the appearance of facades on existing businesses and historic properties through financial partnerships with property owners.

Transportation and connectivity include all forms of transportation that could move a person from one space to another. Enhancing the connections throughout the county for pedestrians, cyclists, vehicular, and other forms of travel could contribute to the high quality of life Posey County offers.

Transportation plans often guide short-, mid-, and long-range transportation projects. Transportation plans often provide guidelines and recommendations on corridor functional classification, critical design standards, and integrating public utilities and are often critical in securing infrastructure funding.

A partnership between Posey County, local cities and towns, and INDOT will be crucial in improving infrastructure in accordance with the future transportation plans. The recommendations in this section are tools intended for all parties to understand the implications of land use development patterns on motorized and non-motorized systems and to balance the community's functional needs with their desire to maintain a small-town, rural aesthetic.

Multiple intersection improvements were identified from INDOT's improvement plans.[1]

RELEVANT COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND STRATEGIES

The various objectives outlined within the Community Vision section share intersecting themes, particularly in transportation and infrastructure systems. To delve deeper, we can assess the intersectionality of these goals as follows:

- Goal 1: Expansive Housing Strategy: The aspiration to provide quality, affordable housing is not just about constructing buildings. It's intricately linked to the ease of reaching key hubs of activities—ensuring that residents can access jobs, education, and services with minimal hassle. That calls for a robust network of transportation that includes multiple modes, such as cycling, walking, and public transit, facilitating seamless movement within and between communities. Furthermore, the foundational support of essential utilities like water, sewerage, and high-speed broadband internet must be considered integral to new housing developments to meet modern living standards.
- Goal 2: Integrated Infrastructure and Transportation Framework: The second goal demands a thoughtful approach to designing and implementing infrastructure and transportation systems. That entails a commitment to synchronization across services, ensuring high levels of functionality, providing various transportation options, and smartly aligning infrastructure with public spaces. Such strategic planning fosters a cohesive community fabric where every element functions synergistically.
- Goal 3: Enhanced Quality of Life through Placemaking: This goal speaks to the heart of community identity and vibrancy. Infrastructure is not just functional; it can define an area's aesthetic and cultural ethos. From ornate gateways that welcome visitors to creative roundabouts and specialized design features, these elements contribute to a distinctive sense of place while supporting varied transportation needs.

1 INDOT: Next Level Roads

- Goal 4: Broadband as a Cornerstone for Resiliency and Growth: Recognizing broadband as essential infrastructure underpins this goal. Reliable and fast internet service is pivotal in today's digital age, affecting every facet from education to business. It's a linchpin for resilience against unforeseen events and a catalyst for sustained economic prosperity.
- Goal 5: Agricultural Preservation through Prudent Infrastructure Planning: Infrastructure planning must strategically channel development to safeguard our invaluable agricultural lands. That involves directing growth so that it does not encroach upon prime farming regions and prevents sprawling strip developments along transport routes, thereby preserving these lands' rural character and productivity.
- Goal 6: Environmental Stewardship via Infrastructure Modernization: Goal six underscores the imperative of expanding water and wastewater treatment facilities. It's a proactive measure designed to curtail any negative interactions between human activities and the natural environment, thus safeguarding the county's ecological balance and public health.
- Goal 7: Economic Development through Strategic Transportation Networks: The final goal emphasizes the importance of transportation corridors as the lifelines of local economies. For sustained economic growth, these networks must be optimized to accommodate the movement of goods and the commuting needs of workers. That entails planning local circulation patterns that provide efficient access to highways and industrial centers for freight transport and labor force mobility.

To achieve a sustainable, habitable, and future-proofed transportation framework, Posey County must adopt several critical strategies:

- Strengthening Connectivity Across the County: It's essential to bolster the transportation links between the northern and southern regions of the county. The north, boasting the economic dynamo of I-64, and the south, home to the pivotal Ohio River, require improved infrastructural links. That will not only consolidate the workforce across diverse geographies but also streamline freight transport logistics, offering a more cohesive economic landscape.
- Modernizing Development Regulations: The County must take decisive action to revamp existing ordinances related to development. The aim is to curtail reliance on individual well and septic systems, which can be achieved by upgrading and extending municipal treatment facilities. This move deserves unwavering support from the county authorities. Moreover, planning for thoroughfares and subdivision ordinances should be forward-thinking, accommodating all potential utilities—from gas and electricity to water, wastewater, and broadband—in their design. Integrating multi-modal transport options within new developments should also be mandated to ensure future-ready community layouts.
- Enhancing Key Entry Points: Transportation gateways are more than mere entry points; they are the first impression of the county's character and quality. Therefore, these portals must be developed with a strategic blend of land use and urban design principles to capture and reflect the distinctiveness of the local surroundings. This approach should be particularly emphasized for entrances to incorporated communities, transforming them into welcoming and representative landmarks.
- Promoting Multi-modal Networks and Green Spaces: The County should proactively advance multi-modal transportation options within and between incorporated areas. Emphasis should be placed on conventional transportation and creating pathways that encourage walking, cycling, and other forms of non-motorized transit. For instance, exploring the potential for a greenway alongside Big Creek could offer recreational and commuting benefits, aligning with broader environmental and health objectives.

Potential projects that the County should coordinate with INDOT include the following. Note that many of these projects were proposed in the Evansville MPO's Posey County Transportation Study.

- SR 66: SR 165 to the terminus of the existing four-lane section east of St. Philip Road. This INDOT project will extend the four-lane cross-section from its current terminus just west of the county line to SR 165 in Wadesville. The project is currently listed in the unfunded section of INDOT's Long Range Transportation Plan.
- SR 69 Western By-pass: SR 69 to SR 62. This project will construct the west leg of the SR 69 William Keck By-pass around Mount Vernon. Access will be improved for industrial uses west of Mount Vernon, and commercial truck traffic through Mount Vernon will be relieved by this project. The project is not currently listed in INDOT's Long Range Transportation Plan.
- SR 66: SR 165 to SR 69. This project will improve the two-lane cross-section with wider shoulders from SR 165 to SR 69. The project is not currently listed in INDOT's Long Range Transportation Plan.

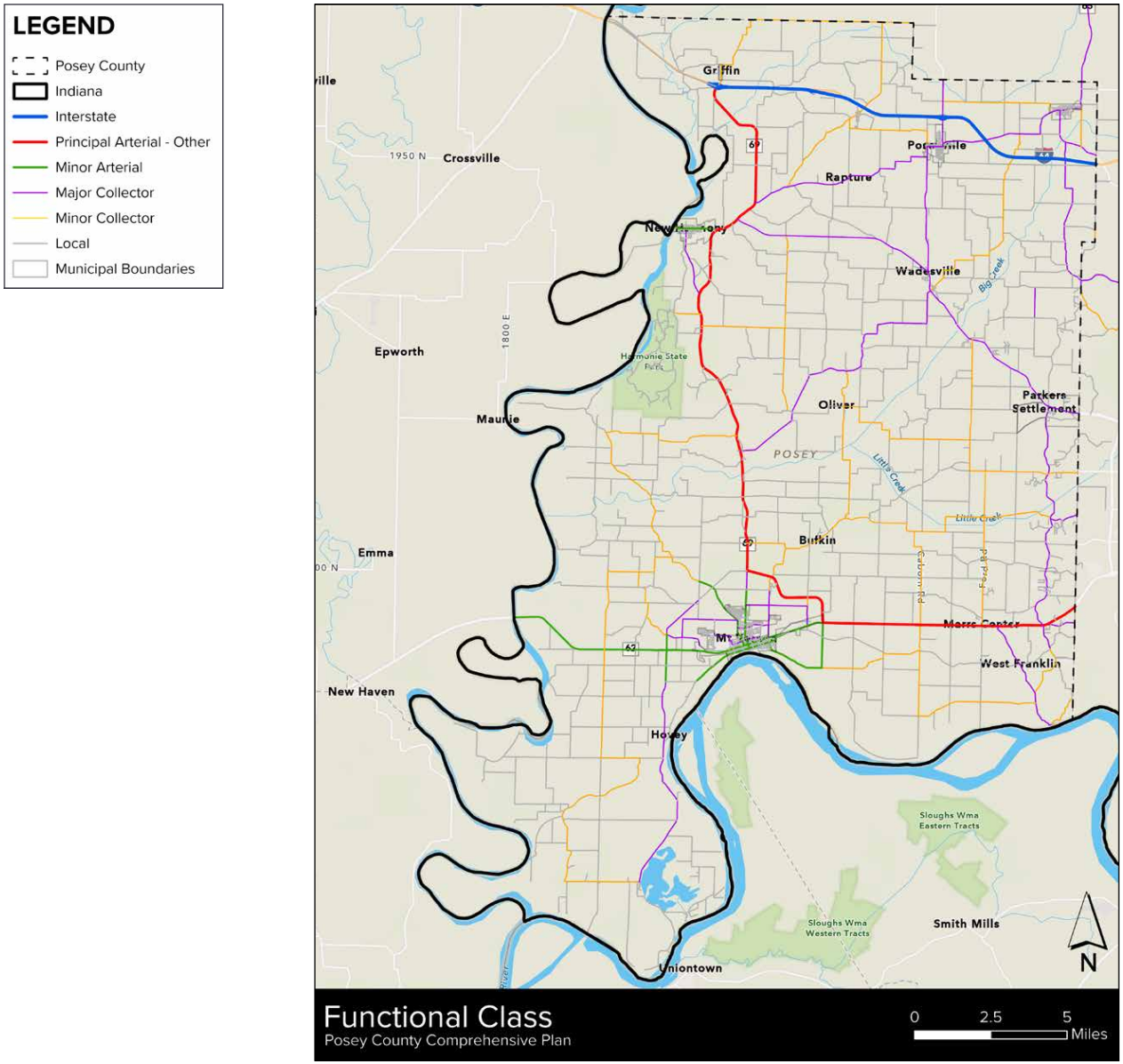
Local projects that the County should coordinate with pertinent municipalities (where applicable) or directly implement include the following:

- Seibert Road: Industrial Road to Leonard Road. Seibert Road and Leonard Road serve as collector routes on the northeast side of Mount Vernon. Together with project A-3 listed above, the improvements will serve development on the east side of Mount Vernon. The preliminary design for the corridor is upgrading the existing two-lane cross-section.
- Ford/Stierley Road Corridor: SR 62 to SR 66. This corridor project provides access and north-south mobility improvements in the central area of the county. The preliminary design for the corridor is an upgrade of the existing two-lane cross-section. A new alignment in the transition from Ford Road to Stierley Road will increase the mobility benefits.
- Tile Factory Road: Evansville Western railroad crossing to SR 69 By-pass. That is the second phase of improvements to an important collector for SR 62 traffic on the east side of Mount Vernon. The preliminary design for the corridor is upgrading the existing two-lane cross-section.
- Givens Road: Lower New Harmony to proposed Western SR 69 By-pass. Givens Road improvements coordinated with the construction of project C-1 will enhance access for industrial developments adjacent to this route and reduce access through residential areas to the east. The preliminary design for the corridor is an upgrade of the existing two-lane cross-section.
- Blake/Winery Road Corridor: SR 66 to Posey County Line. This corridor project provides access and east-west mobility improvements in the northern area of the county. The preliminary design for the corridor is an upgrade of the existing two-lane cross-section.
- High School Road/Hunter Road Corridor: North Posey High/Middle School to SR 66. This route connects SR 165 to SR 66 in conjunction with project A-2, which is listed above. An improved two-lane facility is proposed to address connectivity and safety along the full corridor.
- Springfield Road: SR 66 to SR 69. This realignment/expansion project would connect Wadesville to SR 69 and enhance north-south access.

GOAL 5: HOUSING	
OBJECTIVES	**STATUS**
Encourage residential development in and around existing cities or towns	**Ongoing**
Encourage the development of affordable and moderately priced housing.	**Ongoing**
Locate mobile homes in existing mobile home parks.	**Ongoing**
Permit manufactured and modular homes on lots in traditional single-family detached home areas assuming they meet design standards.	**Unknown**
Address decaying and blighted residential properties through a combination of incentives and enforcement.	**Ongoing**

GOAL 6: TRANSPORTATION	
OBJECTIVES	**STATUS**
Ensure adequate maintenance of all roads and bridges.	**Ongoing**
Preserve and construct new roadway corridors.	**Ongoing**
Enhance pedestrian access to neighborhood facilities by expanding the sidewalk network.	**Ongoing**
Encourage the development of bikeways and trails to connect the communities and significant locations.	**Ongoing**
Ensure the development of bikeways and trails are consistent with the Indiana and Illinois trails programs.	**Unknown**

POSEY COUNTY ROAD FUNCTIONAL CLASS



Source: ESRI, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, IN DOT, US FHA