FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	United States (US) 52/ Hancock County
Designation Number(s):	2200672
Project Description/Termini:	Bridge Project / 6.12 miles west of State Road (SR) 9

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

N/A
INDOT DE Initials and Date

ADWP October 10, 2025
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: Mackenzie Knotts, HNTB

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

Part I – Public Involvement

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

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

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

Notice of Survey

Notice of Survey letters were mailed to potentially affected property owners near the project area on July 22, 2024, notifying them about the project and that individuals responsible for land surveying may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, pages 1-2.

Transportation Management Plan (TMP):

As defined in the Indiana Design Manual (IDM) Chapter 503-2.0, a TMP is "an overall strategy to accommodate traffic during road work that minimizes adverse impacts and maximizes safety and mobility." The goals of the TMP are to reduce the exposure to potential hazards for both motorists and highway workers in the work zone vicinity in addition to reducing the vehicular delay in the work zone vicinity. In accordance with IDM 503-2.0, this project has been designated as "significant" as it relates to work zone impacts. A significant project is defined as a project that causes sustained work zone impacts greater than what is considered tolerable based on INDOT policy and/or engineering judgment. Due to this project being designated "significant," a TMP is required, and a Public Information Plan (PIP) is a required component of a TMP.

In accordance with IDM 503-5.0, a PIP is intended to create an organized systematic process to communicate work zone information to the traveling public and prospective stakeholders for any project that is determined to have significant work zone impacts. According to the TMP, the Project Engineer and/or Project Supervisor, or the Contractor if so designated, will be responsible for notifying the INDOT Greenfield District Media Contact of any and all lane or shoulder restrictions at least 14 days in advance of the maintenance of traffic (MOT) implementation. The District Media Contact will ensure that local television news channels, radio stations and newspapers will be notified of this construction. Local commuters will be advised to avoid this area and use alternative local routes if possible. They will also ensure that the Indiana Motor Trucking Association is notified to minimize the number of trucks that will use the detour routes. This is included as a firm commitment in the Commitments Section of this Categorical Exclusion (CE) document. The TMP and associated planning activities are detailed further in the MOT Section of this CE document.

Public Open House

On behalf of the Indiana Department of Transportation (INDOT), HNTB conducted a public open house for the project. A legal notice was published in IndyStar on September 8 and September 12, 2025 (Appendix G, pages 3-5). Additionally, a project page was created on INDOT website: http://www.in.gov/indot/about-indot/central-office/welcome-to-the-greenfield-district/greenfield-district-current-projects/u.s.-52-bridge-project-over-sugar-creek-in-new-palestine/.

The public open house was held on September 17, 2025, at the New Palestine Lions Club, 5242 W. US 52, New Palestine, IN 46163. A total of 11 people signed in at the open house; attendees included members of the general public as well as INDOT representatives (Appendix G, page 6). The open house was an open forum for informal project discussion with project representatives, providing the attendees the opportunity to ask questions and review project displays. Two information stations were set up within the venue to display project details. Project representatives were also available throughout the venue to answer questions. Additionally, a project presentation was displayed on the venue's televisions. The presentation can be found in Appendix G, pages 14-27.

Everyone that attended the open house was provided the opportunity to take informational handouts, which included a two page project overview handout and a comment form (Appendix G, pages 12-13). Comments received focused on safety concerns at the intersection of County Road (CR) 450 W and US 52, where limited visibility is caused by buildings on the south corners and increased traffic from the new high school service road have created dangerous conditions. Attendees noted heavier southbound traffic on CR 450 W in the mornings and northbound traffic in the evenings. Concerns were also raised that the 37 mile detour may encourage drivers to use local roads such as CR 500 W, CR 450 W, CR 300 W, and CR 600 S as shortcuts. Additional comments emphasized the need for properly controlled pedestrian crossing, as added sidewalks alone could create hazards near the bridge. Suggestions included making the environmental document available on the project website and coordinating with Waste

Management to ensure trucks follow the official detour rather than local roads. Coordination with the town was also recommended since Town Hall is adjacent to the US 52/Bitner Road and could help manage truck traffic (Appendix G, pages 7-9).

Public Hearing

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.

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.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: Greenfield

Local Name of the Facility: East Main Street

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

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

PURPOSE AND NEED:

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

Need

The need for this project is due to the deterioration of the existing structure (INDOT structure no. 052-30-00521 C [National Bridge Inventory (NBI) No. 019240]). The INDOT Bridge Inspection Report dated December 10, 2024, notes extensive patching and numerous wide cracks in the wearing surface. Additionally, there are large spalls in the spandrel walls above the upstream end of pier 2 on both sides, wide cracks in the arch ring near the upstream end of pier 2, and significant spalling and scaling on the tops of the upstream end of pier 2 (Appendix I, pages 14-23). The INDOT Bridge Inspection Report notes the condition ratings of the bridge components. Bridge condition ratings are on a scale of 0 (failed) to 9 (excellent). Per the October 1, 2025, discussion with the INDOT bridge inspector, each component of the existing bridge has a condition rating of 5 (fair, moderate or major deterioration or disintegration) (Appendix I, page 24).

Purpose

The purpose of the project is to address the deteriorated condition of the existing structure, provide vehicular crossing over Sugar Creek, and increase the condition rating of each bridge component to at least a 7 (good condition) or higher.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hancock Municipality: New Palestine

Limits of Proposed Work: Along US 52: approximately 225 feet west of the center of the structure to approximately 575 feet east of the center of the structure

Total Work Length: 0.149 Mile(s) Total Work Area: 2.6 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		
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 a bridge project along US 52 over Sugar Creek in Hancock County, Indiana.

Location

The project is located on US 52 over Sugar Creek, 6.12 miles west of SR 9, Hancock County, Indiana. More specifically, the project is located in Section 29, Township 15 North, Range 6 East, in Sugar Creek Township (Appendix B, pages 1-3).

Existing Conditions

This segment of US 52 is classified as a Minor Arterial, with a posted speed limit ranging from 30 to 45 miles per hour. West of the structure, the typical section consists of three lanes: two 12-foot travel lanes in each direction, with 8-foot paved shoulders, and a 10-foot two-way left turn lane. East of the structure, the typical section includes two 12-foot travel lanes in each direction, accompanied by 2-foot paved shoulders.

The existing bridge, INDOT structure no. 052-30-00521 C, is a two-span, continuous, cast-in-place concrete, earth filled, dual-arch bridge, 138.5 feet in length. It was originally constructed in 1926, widened in 1957, partially reconstructed in 1985, and scour measures were placed in 2011. The bridge has extensive wear patches and numerous wide cracks. The spandrel walls have large spalls above Pier 2 noses on both sides. The arch ring sides have wide cracks near the Pier 2 noses. Pier 2 has large spalls and scaling to the tops of noses on both sides.

Land use in the vicinity of the project is primarily residential, agricultural, and commercial, with a forested riparian buffer along Sugar Creek north and south of US 52.

Preferred Alternative

The preferred alternative is a full bridge replacement (Appendix B, pages 14-15). The existing structure will be replaced with a two-span, continuous, prestressed concrete bulb-tee beam bridge, measuring 170.89 feet in length. The new bridge will feature two to three bump-outs on the north side to accommodate new street lighting.

Additional work under the preferred alternative includes replacement of the approach slabs and terminal joints, upgrades to guardrails at both bridge approaches, and raising the vertical profile to remove the existing sag curve off the bridge. Roadside ditches will be improved, and scour protection will be installed. A raised sidewalk will be installed along the bridge and approach slabs, along with new curbs and gutter along the approach roadway. Additionally, CLV-84796 will be replaced and connected to new curb inlets on the roadway.

Project plans are located in Appendix B, pages 8-17. This project will require 0.77 acre of new permanent right-of-way for the bridge replacement as well as 0.06 acre of temporary right-of-way for construction access. The project will result in approximately 106 linear feet of permanent impacts and approximately 128 linear feet of temporary impacts to Sugar Creek. Approximately 1 acre of trees will be cleared as a result of the project.

Every effort to avoid, minimize, and/or mitigate impacts will be made. Terrestrial habitat disturbance, as well as temporary and permanent stream impacts, are expected to occur due to construction access, grading, tree clearing, and the replacement of the existing structure.

The overall impact of the project will be minimized through several measures, including the use of only essential erosion control practices, revegetation of bare areas upon project completion, directing temporary lighting away from suitable summer habitat during the active season, adhering to Avoidance and Minimization Measures (AMMs) for new permanent lighting, and following the guidelines outlined in the Mitigation Memo to protect the endangered snuffbox mussel. Impact avoidance is not practical as the bridge replacement, regrading, and scour protection are necessary to complete the project.

Maintenance of Traffic

The MOT will require a full road closure and detour utilizing SR 9, US 40, Interstate 465 (I-465) (Appendix B, pages 12-13). For additional information, refer to the Maintenance of Traffic During Construction section of this document.

Logical Termini/Independent Utility

The project extends along US 52 approximately 225 feet west and approximately 575 feet east of the center of the bridge. The project termini are logical, as they are rational end points for a transportation improvement including an area sufficient to construct the project, and are of sufficient length to address environmental matters on a broad scope. This project has independent utility because it does not require other improvements in order to accomplish the purpose and meet the need of the project, and it does not force improvements beyond its termini or on intersecting routes.

Purpose & Need Evaluation

The preferred alternative will meet the purpose and need of the project by providing a vehicular crossing over Sugar Creek on US 52 and increasing each bridge component condition rating to a minimum of 7 (good) out of 9 (excellent).

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.

Five alternatives were considered as the proposed project. The preferred alternative is described above in the Project Description section of this document. The four additional alternatives are described below.

Structure Replacement - Single Span Steel Plate Girder Structure

This alternative would replace the existing bridge with a single-span steel plate girder bridge. This alternative would meet the purpose and need by addressing the deterioration of the existing structure; however, due to the large required structural depth and the implications this would have on providing the required freeboard, it was determined that a full replacement would be a more prudent option. Therefore, this alternative was dismissed from further consideration.

Structure Replacement - Two-Span Steel Plate Girder Bridge

This alternative would replace the existing bridge with a two-span, steel plate girder bridge. This alternative would meet the purpose and need by addressing the deterioration of the existing structure; however, it was ultimately not selected because the preferred alternative – precast concrete – offers easier maintenance for typical bridge components, lower initial and life cycle construction costs, and a reduced risk of construction delays due to material availability. Therefore, this alternative was dismissed from further consideration.

Structure Rehabilitation

This alternative would partially reconstruct components of the existing structure. This alternative would meet the purpose and need by addressing the deterioration of the existing structure; however, due to the age of the structure and lifecycle cost, it was determined that a full replacement would be a more prudent option. Therefore, this alternative was dismissed from further consideration. However, it was ultimately not selected because the preferred alternative – precast concrete – offers easier maintenance for typical bridge components, lower initial and life cycle construction costs, and a reduced risk of construction delays due to material availability.

No Build Alternative

This alternative would not involve any improvements to the existing bridge. The bridge would continue to deteriorate. This alternative would not involve any cost or result in any environmental impacts. The No Build alternative would not meet the purpose and need of

the project and was therefore discarded from further consideration.

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

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

ROADWAY CHARACTER:

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

Name of Roadway: US 52 / East Main Street (east of the structure)
Functional Classification: Minor Arterial
Current ADT: 6,372 VPD (2027) Design Year ADT: 7,946 VPD (2047)
Design Hour Volume (DHV): 763 Truck Percentage (%): 13.07%
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel Lanes		Travel Lanes	
Pavement Width:	28	ft.	28	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

Name of Roadway: US 52 / East Main Street (west of the structure)
Functional Classification: Minor Arterial
Current ADT: 6,372 VPD (2027) Design Year ADT: 7,946 VPD (2047)
Design Hour Volume (DHV): 763 Truck Percentage (%): 13.07%
Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	3		3	
Type of Lanes:	Travel Lanes, turn lane		Travel Lanes, turn lane	
Pavement Width:	50	ft.	50	ft.
Shoulder Width:	8	ft.	8	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	6.5	ft.	6.5	ft.

Setting:	X	Urban		Suburban		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): 052-30-00521 C/ NBI: 019240 Sufficiency Rating: 84.0/INDOT Routine Bridge Inspection (2024)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Arch Bridge		Prestressed Concrete Beam Bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	40	ft.	28	ft.
Outside to Outside Width:	42.5	ft.	43	ft.
Shoulder Width:	9	ft.	2	ft.

Structure/NBI Number(s): CLV-84796 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	18" Smooth Concrete Culvert		30" Reinforced Concrete Pipe (RCP) Culvert	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

The existing bridge, 052-30-00521 C (NBI: 019240), is a two-span, continuous, cast-in-place concrete earth filed dual arch bridge, 138.5 feet in length. The bridge was originally constructed in 1926, widened in 1957, partially reconstructed in 1985, and repaired in 2011. The bridge is not eligible for the National Register of Historic Places (NRHP).

The existing bridge will be replaced with a two-span, continuous prestressed concrete bulb-tee beam bridge, 170.89 feet in length. The new bridge will feature two to three bump outs on the north side to accommodate new street lighting. Bridge work will also include the replacement of the approach slabs and terminal joints, guardrails will be upgraded at both bridge approaches, and the vertical profile will be raised. Additionally, a raised sidewalk will be constructed along the bridge and bridge approach slabs, new curb and gutter will be constructed along the approach roadway, roadside ditches will be regraded, and scour protection will be installed at the structure.

CLV-84796 is an 18-inch, 179-foot smooth concrete pipe and is not eligible for the NRHP. The existing pipe is part of the existing drainage and will be replaced with a 30-inch RCP and tie into the new curb inlets.

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	

	Yes	No
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.

During project development, a TMP team was identified to facilitate input and assistance with determining the traffic management strategy for the project. The TMP team represents various entities and stakeholders with a vested interest in the construction of this project, including design and public information officials from INDOT and FHWA, various city and state emergency response agencies, and local public agencies and school corporations.

An initial TMP kickoff meeting was held with INDOT representatives on September 25, 2024, to review and discuss the MOT scheme, with the objective of optimizing both project cost and construction schedule. The MOT scheme was discussed at the April 15, 2025, Preliminary Field Check. It was determined that the bridge will be replaced using a full road closure with a detour.

The MOT for the project will require a full road closure with a detour. During construction, the detour will utilize I-465, US 40, and SR 9, and is approximately 37 miles long (Appendix B, pages 12-13). The detour is expected to be in place for approximately six months. Access will be maintained to all local properties during construction.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 900,000 (2024) Right-of-Way: $ 0* Construction: $ 3,805,543 (2027)

Anticipated Start Date of Construction: Fall 2026

* 0.77 acre of new permanent right-of-way is being purchased with state funds.

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.332	N/A
Commercial	N/A	0.060
Agricultural	N/A	N/A
Forest	0.416	N/A
Wetlands	N/A	N/A
Other: Roadway	N/A	N/A
Other: Streams	0.022	N/A
	N/A	N/A
TOTAL	0.770	0.060

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 right-of-way extends from edge of pavement to 90 feet to the north and south of the centerline of US 52. The existing right-of-way consists of forested area, commercial land, and residential properties. The project will require 0.770 acre of new

permanent right-of-way; 0.332 acre from residential property north and south of US 52, 0 acre from commercial property, 0.022 acre from Sugar Creek south of US 52, and 0.416 acre of forested land north and south of US 52. Additionally, this project will require approximately 0.06 acre of temporary right-of-way from commercial property (Appendix B, pages 8-17).

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on September 17 and October 9, 2024, and September 29, 2025 (Appendix C, pages 1-3).

Agency	Date Sent	Response Received	Appendix
Federal Highway Administration	9/17/24	N/A	N/A
US Department of Housing and Urban Development	9/17/24	N/A	N/A
US Fish and Wildlife Service	9/17/24	10/22/24	Appendix C, pages 4-6
Natural Resources Conservation Service	9/17/24	9/18/24	Appendix C, pages 13-14
US Army Corp of Engineers, Regulatory Branch	9/17/24	N/A	N/A
Indiana Geological and Water Survey	9/17/24	9/17/24	Appendix C, pages 11-12
Indiana Department of Natural Resources, Division of Fish and Wildlife	9/17/24	10/17/24	Appendix C, pages 7-10
Indiana Department of Natural Resources, Division of Oil and Gas	9/17/24	N/A	N/A
Indiana Department of Transportation, Greenfield District Environmental	9/17/24	N/A	N/A
Indiana Department of Transportation, Environmental Policy Manager	9/17/24	N/A	N/A
Hancock County Commissioner	9/17/24	N/A	N/A
Hancock County Council	9/17/24	N/A	N/A
Hancock County Surveyor, MS4 Coordinator, and Floodplain Administrator	9/17/24	N/A	N/A
Hancock County Sheriff's Department	9/17/24	N/A	N/A
Hancock County Parks and Recreation	9/17/24	9/17/24	Appendix C, page 48
Hancock County Highway Department	9/17/24	N/A	N/A
Hancock County Plan Commission	9/17/24	9/30/24	Appendix C, page 15
Hancock County Department of Homeland Security	9/17/24	N/A	N/A
New Palestine Police Department	9/17/24	N/A	N/A
New Palestine MS4 Coordinator	9/17/24	N/A	N/A
New Palestine Street Department	9/17/24	9/18/24	Appendix C, page 16
Town of New Palestine	9/17/24	N/A	N/A
New Palestine Community Schools	9/17/24	N/A	N/A
Indianapolis Metropolitan Planning Organization	9/17/24	N/A	N/A
New Palestine Plan Commission	10/9/24	N/A	N/A
Hancock County Engineer	9/29/25	N/A	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

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

Total stream(s) in project area: 200 Linear feet Total impacted stream(s): 106 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)
Sugar Creek	Perennial	200	106	The stream is a perennial stream, flowing south through the project area under US 52. Sugar Creek is likely a Water of the U.S. (Appendix F, pages 3-4).

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-11), there are 11 streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There is one stream within the project area. That number was confirmed by the site visit on September 02, 2024, by HNTB.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on November 22, 2024. Please refer to Appendix F, pages 1-20, for the *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that one likely jurisdictional stream, Sugar Creek, is present within the project area. The U.S. Army Corp of Engineers (USACE) makes all final determinations regarding jurisdiction.

There are not waterways within or adjacent to the project area that are listed as Federal, Wild and Scenic Rivers, State Natural, Scenic, and Recreational Rivers, navigable waterways, or National Rivers Inventory waterways, nor on the Indiana list of Outstanding Rivers and Streams.

Sugar Creek is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular handwashing, and limit personal exposure. This is included as a firm commitment.

Sugar Creek (Appendix F, pages 3-4)

Sugar Creek is a perennial stream, originating north of US 52, flowing south through the project area under US 52, eventually outletting to the Wabash River, a Traditionally Navigable Waterway (TNW). The stream is of excellent quality and exhibits ripples and pools with a substrate of boulder, cobble, and gravel. Sugar Creek has an ordinary high-water mark (OHWM) of 30 feet wide by 2 feet deep. Due to Sugar Creek's connectivity with the Wabash River, it is likely a jurisdictional stream.

This project will result in approximately 106 linear feet of permanent impacts to Sugar Creek due to the replacement of the bridge and the installation of riprap. There will be approximately 128 linear feet of temporary impacts due to the placement of cofferdams and construction access. This project is anticipated to require an Indiana Department of Environmental (IDEM) and USACE 401/404 Permit. Impacts to Sugar Creek will not exceed the threshold requiring mitigation. Avoidance alternatives are not practical due to the scope activities to replace the bridge and installation of riprap.

The Indiana Department of Natural Resources (IDNR) - Department of Fish and Wildlife (DFW) responded on October 17, 2024, with recommendations to avoid or minimize impacts to the stream (Appendix C, pages 7-10). These recommendations pertained to maintaining or improving wildlife passage, preventing polycyclic aromatic hydrocarbons from migrating into waterways, minimizing in-

channel disturbances, causeway restrictions, work time restrictions for working within the channel, riprap, recommendations, riprap recommendations, erosion and sediment control measures, and seeding and protecting all disturbed stream banks with erosion control blankets.

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 (Appendix B, page 3), and the RFI report (Appendix E, pages 1-11) there are seven open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on September 02, 2024, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on November 22, 2024. Please refer to Appendix F, pages 1-20, for the *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that one likely jurisdictional stream, Sugar Creek, is present within the project area. The USACE makes all final determinations regarding jurisdiction.

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

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

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

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

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	**X**	**November 22, 2024**
Wetland Delineation	**X**	**November 22, 2024**
USACE Isolated Waters Determination		

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-11) there are 21 wetlands within the 0.5-mile search radius. There is one wetland adjacent to the project area. That number was updated to zero wetlands by the site visit on September 02, 2024, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on November 22, 2024. Please refer to Appendix F, pages 1-20, for the *Waters of the U.S. Determination / Wetland Delineation Report.* It was determined that one likely jurisdictional stream, Sugar Creek, is present within the project area. The USACE makes all final determinations regarding jurisdiction.

	Presence	Impacts	
		Yes	NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 1.56 Acre(s) Total tree clearing: 1 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 September 02, 2024, by HNTB, the aerial map of the project area (Appendix B, page 3), there are four types of terrestrial habitat present within and adjacent to the project area: maintained right-of-way, forested riparian habitat, herbaceous riparian habitat, and forested land. The dominant herbaceous vegetation within the project area consisted of fescue (*Festuca spp.*), reed canary grass (*Phalaris arundinacea*), and stinging nettle (*Urtica diocia*). The dominant tree species within the project area consist of American sycamore (*Plantanus occidentalis*), green ash (*Fraxinus pennsylvanica*), black walnut (*Juglans nigra*), and cottonwood (*Populus deltoides*).

This project will require approximately 1.56 acres of habitat disturbance of which, up to approximately 1 acre of disturbance will be tree clearing. Avoidance alternatives are not practical due to the scope of activities to replace the structure and install scour protection. Mitigation for terrestrial habitat disturbance is not anticipated.

The IDNR-DFW responded on October 17, 2024, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 7-10). These recommendations include riparian habitat mitigation, post-construction revegetation measures with species native to Central Indiana, and tree clearing restrictions.

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

Protected Species

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

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

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

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

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

Based on a desktop review and the RFI report (Appendix E, pages 1-11), completed by HNTB on October 02, 2024, the IDNR Hancock Country Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated October 17, 2024, (Appendix C, pages 7-10), the Natural Heritage Program's Database has been checked, and the following species have been documented within 0.5-mile of the project area:

a) clubshell (*Pleurobema clava*, state endangered)

b) snuffbox (*Epioblasma triquetra*, state endangered)

c) little spectaclecase (*Vilosa lienosa*, state special concern)

d) purple lilliput (*Toxolasma lividum*, state special concern)

e) wavyrayed lampmussel (*Lampsilis fasciola*, state special concern)

f) kidneyshell (*Ptychobranchus fasciolaris,* state special concern)

According to coordination with IDNR-DFW, in order to minimize potential impacts to the above-listed mussel species, continue coordination with USFWS and DNR non-game aquatic biologist. Avoid using heavy equipment in the stream, implement best management practices for sediment and erosion control, and follow the causeway guidelines. See below for further USFWS and IDNR-DFW coordination.

An INDOT 0.5-mile bat review occurred on August 19, 2024. 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 for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 17-29). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and 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 the paragraph below.

The official species list generated from IPaC indicated three other species present within the project area: whooping crane (*Grus americana*; experimental population, non-essential), snuffbox mussel (*Epioblasma triquetra*; endangered), and monarch butterfly (*Danaus plexippus*; proposed threatened). The whooping crane is not listed as federally threatened or federally endangered and is not afforded protection under the Endangered Species Act. No further coordination with USFWS is required for this species. The project is in range of the monarch butterfly; however, USFWS has not identified any critical habitat within Indiana. Therefore, as this project will not impact critical habitat of the monarch butterfly and does not jeopardize the continued existence of this species, no impact is expected. A coordination meeting was held on November 07, 2024, with IDNR-DFW and USFWS to discuss potential impacts to the snuffbox mussel species within the project area. IDNR-DFW reported that its field assessment indicated low mussel densities in the project area and noted that the habitat beneath the bridge was generally unsuitable for mussels. Therefore, INDOT on behalf of FHWA, has determined that the project will have no effect on the snuffbox mussel with appropriate minimization measures included.

Both IDNR-DFW and USFWS provided recommendations for impact minimization. In response, a Mussel Mitigation Measures Memorandum was prepared and subsequently approved by USFWS on February 12, 2025 (Appendix C, page 46). These mitigation measures will be incorporated into the project as firm commitments in the Environmental Commitments section of this CE document.

Additionally, USFWS recommended implementation of standard Best Management Practices (BMPs) for in-stream construction activities, especially in the event that a temporary causeway is utilized. The recommended BMPs address minimizing the construction footprint, selecting appropriate causeway location and dimensions, using suitable construction techniques, implementing pollution prevention and control measures, and limiting the duration of causeway installation (Appendix C, pages 46-47). These will be included as For Further Consideration commitments in the Environmental Commitments section of this CE document.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge and culvert inspection occurred on April 15, 2025, and found no signs of bats (Appendix C, pages 43-44). An effect determination key was completed on June 02, 2025, and based on the responses provided, the project was found to

"*may affect – not likely to adversely affect,*" the Indiana bat and/or the NLEB (Appendix C, pages 30-42). INDOT reviewed and verified the effect finding on June 04, 2025, and requested USFWS's review of finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded the USFWS concurs with the finding. Avoidance and minimization measures (AMMs) concerning permanent and temporary lighting, tree clearing, and ensuring operators, employees, and contractors are aware of the environmental commitments that are included as firm commitments in the Environmental Commitments Section of this CE document.

A bridge and culvert inspection occurred on April 15, 2025, and no bats or signs of bats were found using the structure. (Appendix C, page 43). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after April 15, 2027, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments section of this CE document.

Structure no. 052-30-00521 C, and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the RSP 107-C-273: "Migratory Bird Protection".

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 it 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): _____

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

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction.* According to the topo map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-11) there are no karst features identified within or adjacent to the project area. In the early coordination response dated September 17, 2024, the Indiana Geologic and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, pages 11-12). The IGWS response indicated that the project is within a floodway, there is high liquefaction potential, high potential for bedrock resource, high potential for sand and gravel resources, and there are abandoned or active petroleum wells within 0.5 mile of the project area. Based on the RFI report, there is one petroleum well within the 0.5 mile search radius. The petroleum well is located adjacent to the north of the project area. The petroleum well is not within construction limits; therefore, no impact is expected. Response from IGWS was communicated to the designer on September 17, 2024. The features will not be affected because the project does not propose to alter access to mineral resources in the general area.

SECTION C – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	X		X
Urbanized Area Boundary	X		X
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.

Sole Source Aquifer

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

Wellhead Protection Area and Source Water

The IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on February 10, 2025, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed February 10, 2025, by HNTB. There is one well located adjacent to the project area. Survey for this project did not indicate residential wells within the construction limits and wells were not identified during the field investigation conducted on September 02, 2024, by HNTB. Therefore, no impacts are expected. Should it be determined that during the right-of-way phase that this well will be affected, a cost to cure will likely be included in the appraisal to restore the well.

Urban Area Boundary

Based on a desktop review of https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/ by HNTB on January 02, 2025, this project is located in an Urban Area Boundary (UAB). The project is split between the New Palestine, Indiana Municipal Separate Storm Sewer System (MS4) and the Hancock County MS4. An early coordination letter was sent to the Hancock County MS4 on September 17, 2024. The MS4 coordinators did not respond within the 30-day time frame. This project will comply with the stormwater management plan by implementing construction site stormwater management and post construction stormwater runoff. Therefore, no impacts are expected.

Public Water System

Based on a desktop review, a site visit on September 02, 2024, by HNTB, the aerial map of the project area (Appendix B, page 3), and the project plans, this project is located where there is a public water system. The public water system will be affected due to the replacement of the structure. Through utility coordination, it has been determined that Citizens Energy Group will relocate the water main and blow off valve impacted by the replacement of the structure. Avoidance is not practical due to the location of the structure to be replaced.

Indiana Department of Transportation

County Hancock Route US 52 Des. No. 2200672

Floodplains	Presence	Impacts Yes	Impacts 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	X		X

If applicable, indicate the Floodplain Level?

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

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

Based on a desktop review of The IDNR Indiana Floodway Information Portal website (https://gisdata.in.gov/portal/apps/webappviewer/index.html?id=7039bc8214154fd299da631f969064ea) by HNTB on February 10, 2025, and the RFI report (Appendix E, pages 1-11), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 14). An early coordination letter was sent on September 17, 2024, to the local floodplain administrator. The floodplain administrator did not respond within the 30-day time frame.

This project qualifies as a Category 4 per the current INDOT CE Manual. One home is located within the base flood elevation (BFE) within 1,000 feet upstream and six homes are located within the BFE within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addressed various structure size alternatives was completed (Appendix I, pages 1-2).

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

Total Points (from Section VII of CPA-106/AD-1006*) **96**

**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 September 02, 2024, the aerial map of the project area (Appendix B, page 3), the project will convert 4.04 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on September 17, 2024, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 96 on the AD 1006 Form (Appendix C, page 14). Farmland acreage amounts differ on the NRCS form and the right-of-way table due to the amount of farmland that qualifies for the definition of farmland and the amount of land that is actively in agricultural use. There is approximately zero acres of land being actively farmed with row crops within the proposed right-of-way. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	A3, A4, A6, A9, B2, B10, B12	July 16, 2025	

Full 106 Effect Finding

No Historic Properties Affected [X] No Adverse Effect [ ] Adverse Effect [ ]

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) [X] Archaeology [ ] NRHP Bridge(s) [ ]

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	April 22, 2025	
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 July 2, 2025, HNTB determined this project falls within the guidelines of Category A Types 3, 4, 6, and 9 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1-2). On July 16, 2025, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 2, 10, and 12 under the MPPA (Appendix D, pages 3-9).

MPPA category A-3, projects include “Replacement, repair, lining, or extension of culverts and other drainage structures in previously disturbed soils.”

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

MPPA category A-6, projects include “Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.”

MPPA category A-9, projects include “Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.”

MPPA category B-2, projects include “Installation of new lighting, signals, signage and other traffic control devices.” INDOT CRO determined that this project meets condition A (i) for archaeological resources, because work is occurring in previously disturbed soils. Additionally, INDOT CRO determined that the project meets condition B as work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

MPPA category B-10, projects include “Slide corrections, slope repairs, and other erosion control measures, in undisturbed soils.” INDOT CRO determined that this project meets condition A for archaeological resources, because during the archaeological Phase Ia Field Reconnaissance (Curran 2025), no archaeological sites were identified within the project limits. Additionally, INDOT CRO determined that the project meets condition B as work does not occur adjacent to or within a National Register-listed or National

Register-eligible district or individual above-ground resource.

MPPA category B-12, projects include “Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed).” INDOT CRO determined that this project meets condition A (ii) for archaeological resources, because during the archaeological Phase Ia Field Reconnaissance (Curran 2025), no archaeological sites were identified within the project limits. Additionally, INDOT CRO determined that the project meets condition B (i), as work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. Further, INDOT CRO determined that the project meets condition B (ii) (a), as the latest Historic Bridge Inventory identified the bridge as non-historic.

INDOT CRO historian performed a desktop review and determined there are two Indiana Historic Sites and Structures Inventory (IHSSI) documented resources rated higher than "Contributing" located immediately adjacent to the Category A-4 HMA overlay portion of the project area only (Appendix D, page 7). Based on the available information, no above-ground concerns exist so long as the project scope remains unchanged (Appendix D, page 8).

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

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

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

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report, (Appendix E, pages 1-11), there are two potential 4(f) resources located within the 0.5-mile search radius. According to the site visit on September 02, 2024, by HNTB, there are no 4(f) resources located within or adjacent to the project area. Therefore, no use is expected.

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

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of five grants in Hancock County (Appendix I, page 13). 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?	X	
Is the project exempt from conformity?	X	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: Indianapolis Metropolitan Planning Organization (IMPO) Fiscal Year (FY) 2026-2029 TIP, Amendment 26-00

Name of MPO (if applicable): IMPO

Location in TIP (if applicable): FY 2026-2029

Level of MSAT Analysis required?

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

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

This project is included in FY 2026-2029 IMPO Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) (Appendix H, page 1).

This project is located in Hancock County, which is currently a maintenance area for Ozone, under the 1997 8-hour Ozone, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, *South Coast Air Quality Management District v. Environmental Protection Agency, et. al.* decision (https://www.in.gov/idem/sips/files/nonattainment_county_list.pdf). The project's design concept and scope are accurately reflected in both the IMPO TIP and the STIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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

SECTION G - NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

This project is consistent with local and regional land use and transportation plans. Because the bridge replacement includes installing sidewalks, it will enhance community cohesion. No significant economic or community impacts are expected to develop as a result of this project. This project is necessary to address the structural deficiencies along US 52 over Sugar Creek. Therefore, the project will positively impact motorists using this facility and is not anticipated to have any impacts to community cohesion, the local tax base, or property values. A TMP is required for this project, which will minimize temporary impacts to the community and motorists. Impacts from the MOT will be minimized through stakeholder coordination and should not impact community events.

According to Hancock County's website, Hancock County's most recent American with Disabilities Act (ADA) transition plan was developed and considered effective in 2024 (https://www.hancockin.gov/DocumentCenter/View/1283/2024-Hancock-County-ADA-Transition-Plan?bidId=). This project includes the installation of new sidewalks and accommodations for future sidewalks as part of the new structure. All work will adhere to the latest ADA standards and is therefore in full compliance with the county's current transition plan.

On September 30, 2024, the Hancock County Plan Commission responded to the Early Coordination Letter with no comments on the project and noted that the area is primarily zoned as Commercial Neighborhood and falls within the Corridor Overlay District.

On September 17, 2024, the Hancock County Parks and Recreation Department responded to the Early Coordination Letter recommending that the Hancock County Highway Engineer be included in coordination. An Early Coordination Letter was sent to the Highway Engineer on September 17, 2024; however, no response was received.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-11), there are five public facilities located within 0.5-mile of the project; one religious facility, two schools, and two recreational facilities. That number was confirmed by the site visit on September 02, 2024, by HNTB. Due to the MOT, coordination with New Palestine High School, located 0.23 mile west of the project area, will occur.

It is the responsibility of the project sponsor to notify all 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): October 02, 2024

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

Based on a review of Geographic Information System (GIS) and available public records, the RFI was completed on October 02, 2024, by HNTB, and INDOT Site Assessment and Management (SAM) provided their concurrence on October 02, 2024 (Appendix E, pages 1-11). One Resource Conservation and Recovery Act (RCRA) treatment, storage, and disposal (TSD) facility, one underground storage tank (UST) site, two leaking UST (LUST) sites, one waste transfer station, one brownfield site, seven National Pollutant Discharge Elimination System (NPDES) facilities, and one NPDES pipe location are located within the 0.5-mile search radius. None of the sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances will impact the project. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

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

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

A USACE 404 NWP, IDEM 401 Section 401 Water Quality Certification issued for the NWP Permit, and an IDNR Construction in Floodway (CIF) permit are required for construction.

The project will result in greater than 1 acre of ground disturbance activity, therefore a Construction Stormwater General Permit (GSGP) will be required.

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

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

ENVIRONMENTAL COMMITMENTS

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

FIRM

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield 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. General AMM 1: Ensure all operators, employees, and contractors working in areas of the Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. Lighting AMM 2: When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. http://www.escolighting.com/PDFfiles/BUG_rating.pdf (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)
7. Tree Removal AMM 2: Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits. (USFWS)
8. Tree Removal AMM 3: Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS)
9. The causeway will span the entirety of the OHWM a maximum of 40 feet to the north and south of the centerline of US 52. The causeway will include pipes to allow Sugar Creek to flow through at a minimum of 50% OHWM capacity. (IDNR-DFW & USFWS)
10. Primary construction access will be confined to the south side of the bridge. (IDNR-DFW & USFWS)
11. If mussels are observed during construction, work shall stop, and INDOT PE/PS shall contact the INDOT Greenfield District Environmental Manager immediately. (IDNR-DFW & USFWS)
12. The contractor, as designated by the project sponsor, will be responsible for maintaining access, and will notify the INDOT Greenfield District Media Contact at least two weeks in advance of any lane restrictions. The INDOT Media Contact will ensure that local television news channels, radio stations, and newspapers will be notified of this construction. The contractor will be responsible for any additional required coordination with TMP stakeholders. (INDOT ESD)
13. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after April 15, 2027, an inspection of the structures by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
14. Sugar Creek is listed as impaired for *E. coli.* Concerning *E. coli* impairment, workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular handwashing, and limit personal exposure. (INDOT SAM)
15. Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be

screened or buffered from active construction. Details of the required procedures are outlined in the RSP 107-C-273: "Migratory Bird Protection." (INDOT ESD)

16. Do not clear trees or understory vegetation outside the construction zone boundaries. (This restriction is not related to the "tree clearing" restriction for potential Indiana bat habitat). (USFWS)
17. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a three-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
18. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure. (USFWS)
19. 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)
20. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications. (USFWS)
21. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within seal structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below OHWM during this time unless the machinery is within caissons or on the cofferdams. (USFWS)
22. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)

For Further Consideration:

23. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pump rounds. (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)
25. 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 area, 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. (IDNR-DFW)
26. To minimize impacts to mussels, minimize the construction footprint to the extent possible and implement standard sediment and erosion control measures. (USFWS)
27. Locate the causeway primarily outside of any cobble/gravel substrate areas, which is the most suitable habitat for many mussel species. (USFWS)
28. Install culverts/pipes within the causeway to allow continued flow of water through the area to prevent pooling and stagnation. (USFWS)
29. The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events to prevent upstream flooding. If a heavy rain event causes movement of the causeway stone, do not attempt to retrieve; this could further disturb the river substrate. (USFWS)
30. Use clean fill material and remove immediately once project is completed, taking care to not disturb surrounding substrate. (USFWS)
31. Minimize the width and length of the causeway to reduce the impact footprint. (USFWS)
32. If separate causeways are proposed, install one at a time and remove prior to construction of the next causeway to reduce

flow restrictions in the channel. (USFWS)

33. The causeway structure should be removed as soon as possible to minimize disruption. (USFWS)
34. Inform contractors of any special provisions that they must implement. (USFWS)
35. Implement pollution prevention and control measures during construction to reduce the potential for hazardous spills and avoid construction material debris entering the river. This includes the placement of refueling staging areas, fuel storage, and hazardous materials away from the river. If hydro-demolition is required, some sort of tarp or collection system should be in place to prevent debris from falling into the river. (USFWS)
36. All equipment to be used in the river should be inspected using accepted protocols and determined free of zebra mussels and veligers (the final larval stage of certain mollusks). (USFWS)
37. Impacts related to causeways can be reduced by creating a partial causeway that does not span the entire channel and leaving one side or the middle of the channel open and flowing at all times. At least 50% of the channel should be left open. If a full causeway is absolutely necessary, impacts to the waterway from its installation and removal can be reduced by minimizing the amount of time the causeway is in place, reducing the temporary causeway width as portions of the bridge are completed. Do not use fines or soil in the temporary causeway and do not drive equipment in the channel to recoup lost causeway materials. Regardless of how work is conducted, the bridge should be accessed from the upstream side. (IDNR-DFW)
38. The new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the existing structure is sized to accommodate white-tailed deer passage, then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the 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. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR-DFW)
39. 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 Central Indiana and specifically for streambank/floodway stabilization purposes as soon as possible upon completion. 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. (IDNR-DFW)
40. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate. (IDNR-DFW)
41. 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. (INDR-DFW)

Appendix Table of Contents

Appendix G: Public Involvement

Appendix H: Air Quality

Appendix I: Additional Studies

Categorical Exclusion

Appendix A: INDOT Supporting Documentation

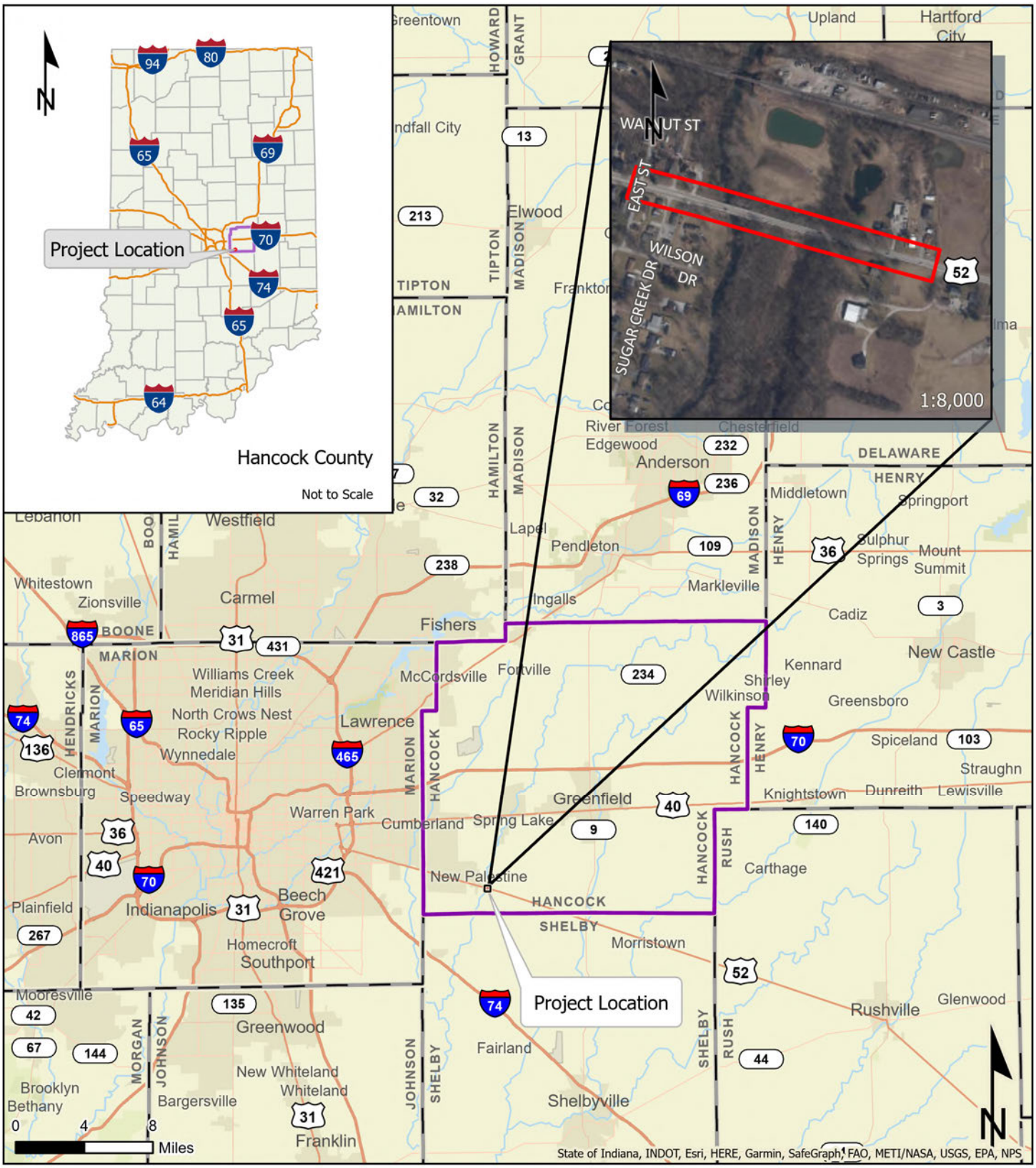
Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	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[6])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[7]
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[8]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[9]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[10]
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] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[7] 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.
[8] Potential for causing a disproportionately high and adverse impact.
[9] 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.
[10] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Categorical Exclusion

Appendix B: Graphics

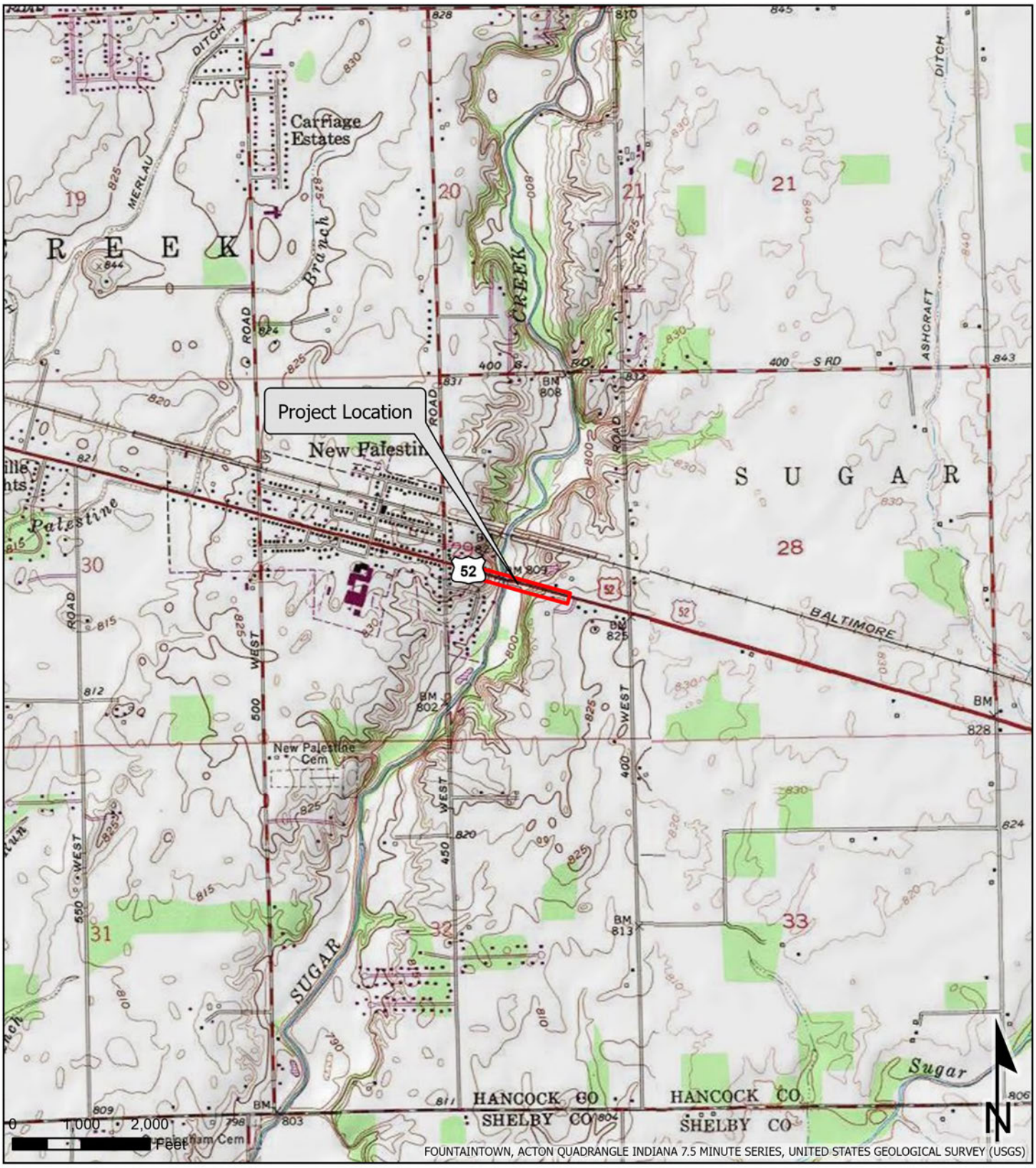


Project Location Map

US 52 over Sugar Creek, 6.12 Miles West of State Road 9
Bridge Project
Hancock County, Indiana

Project Area
Hancock County
County Boundary

HNTB	Des. No. 2200672	Scale: 1 in = 8 miles	June 4, 2025 Author: JGASSENSMITH



USGS (1:24,000 scale) Topographic Map US 52 over Sugar Creek, 6.12 Miles West of State Road 9 Bridge Project Hancock County, Indiana		Project Area	
HNTB	Des. No. 2200672	Scale: 1 in = 2,000 ft	June 4, 2025 Author: JGASSENSMITH

Project Aerial Map

US 52 over Sugar Creek, 6.12 Miles West of State Road 9
Bridge Project
Hancock County, Indiana

Project Area

HNTB	Des. No. 2200672	Scale: 1 in = 300 ft	June 4, 2025 Author: JGASSENSMITH

Project Area

Photo Location

Photo Location Map

US 52 over Sugar Creek, 6.12 Miles West of State Road 9
Bridge Project
Hancock County, Indiana

Des. No. 2200672	HNTB	June 12, 2025
Scale: 1 in = 150 ft		Author: JGASSENSMITH

1. Facing east along the south side of US 52 from the Western project area termini

2. Facing west along the south side of US 52 toward the western project area termini

3. Facing east along the south side of US 52 toward the bridge

4. Facing north upstream Sugar Creek from atop US 52 bridge

5. Facing east at US 52 bridge over Sugar Creek along the north side of US 52

6. Facing south downstream Sugar Creek from atop US 52 bridge

7. Facing northwest at the bridge over Sugar Creek along the south side of US 52

8. Facing east at the bridge over Sugar Creek along the south side of US 52

9. Facing north toward the southside of the US 52 bridge over Sugar Creek (upstream)

10. Facing northeast at the eastern portion of the bridge from within Sugar Creek

11. Facing west along the south side of US 52 toward the bridge

12. Facing east along the north side of US 52

PROJECT	DESIGNATION
2200672	2200672
CONTRACT	BRIDGE FILE
B-44621	TBD

INDIANA DEPARTMENT OF TRANSPORTATION

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
TBD	CONTINUOUS REINFORCED PRESTRESSED CONCRETE BULB-TEE BRIDGE	2 SPANS: 93'-0", 75'-0" SKEW: 30°00'00" LT.	SUGAR CREEK	730+09.50 LINE "A"

TRAFFIC DATA			
A.A.D.T. (2027)	6,372	V.P.D.	
A.A.D.T. (2047)	7,946	V.P.D.	
D.H.V (2047)	763	V.P.H.	
DIRECTIONAL DISTRIBUTION	50.06	%	
TRUCKS	13.07	%	A.A.D.T.
	5.70	%	D.H.V.

DESIGN DATA	
DESIGN SPEED	30 M.P.H. (WEST), 45 M.P.H. (EAST)
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	NONE

BRIDGE REPLACEMENT PLANS

FOR SPANS OVER 20 FEET

ROUTE: US 52 RP: 100+0.92

PROJECT NO. 2200672 (P.E., R/W, CONSTR.)

ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

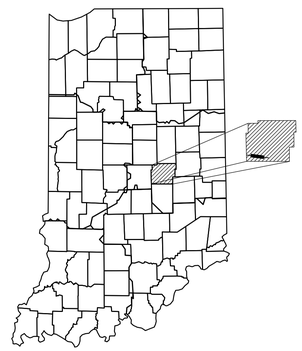
BRIDGE REPLACEMENT ON US 52 OVER SUGAR CREEK,
LOCATED 6.12 MILES WEST OF SR 9
SECTION 29, T-15-N, R-6-E, SUGAR CREEK TOWNSHIP, HANCOCK COUNTY, INDIANA

NOTE TO REVIEWER

BRIDGE FILE NUMBER TO BE DETERMINED. PLANS AND DOCUMENTS WILL BE UPDATED WHEN NUMBERS ARE OBTAINED.

LOCATION MAP
(HANCOCK COUNTY)

SCALE: 1" = 2000'



PROJECT LOCATION SHOWN BY
HANCOCK COUNTY

LATITUDE: 39°43'10" N LONGITUDE: 85°52'57" W

BRIDGE LENGTH:	0.033	MI.
ROADWAY LENGTH:	0.116	MI.
TOTAL LENGTH:	0.149	MI.
MAX. GRADE:	4.42	%

12 DIGIT HYDROLOGIC UNIT CODE: 051202040405

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

HNTB CORPORATION
THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS

111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

DRAFT
NOT FOR CONSTRUCTION

PLANS PREPARED BY: HNTB INDIANA, INC — PHONE NUMBER

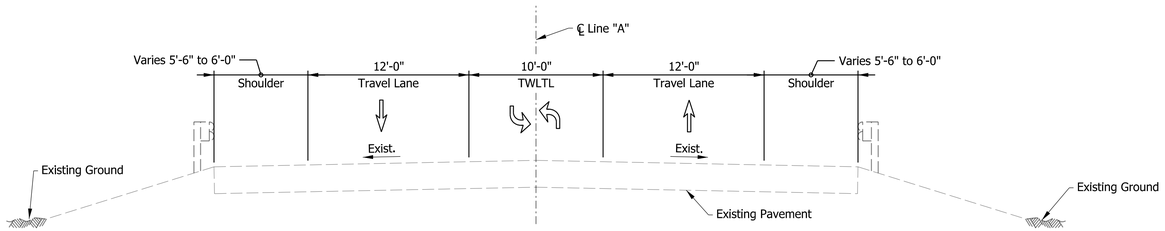
CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION — DATE

BRIDGE FILE
TBD
DESIGNATION
2200672

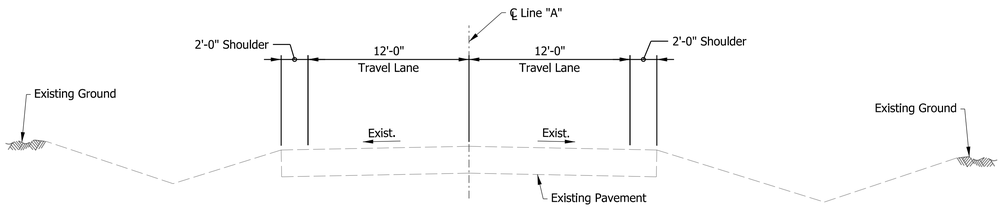
DWG. NO.	SHEETS		
TTL-01	1	of	21
CONTRACT	PROJECT		
B-44621	2200672		

nrasche
1/17/2025; 4:39:51 PM
model: TTL-01
file: pw://pw-ht.hntb.org:PWGreat_Lakes/Documents/Indianapolis Projects/75578 INDOT-G Bridge/PW01 US 52 over Sugar Creek/00 CAD-GND/Sheets/Bridge/2200672_S_BR_TTL01.dgn



US 52 EXISTING TYPICAL SECTION

STA. 727+90.00 "A" to STA. 728+68.00 "A"



US 52 EXISTING TYPICAL SECTION

STA. 728+68.00 "A" to STA. 736+00.00 "A"

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: KM | DRAWN: KM
CHECKED: DHC | CHECKED: DHC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	TBD
VERTICAL SCALE	DESIGNATION
3/16" = 1'-0"	2200672

DWG. NO.	SHEETS
TYP-01	6 of 21
CONTRACT	PROJECT
B-44621	2200672

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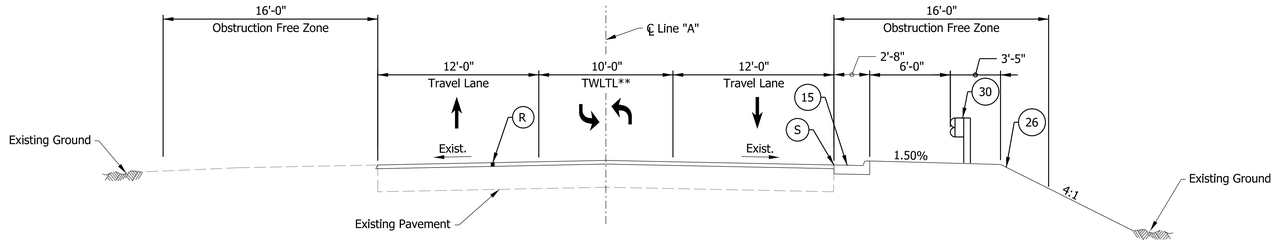
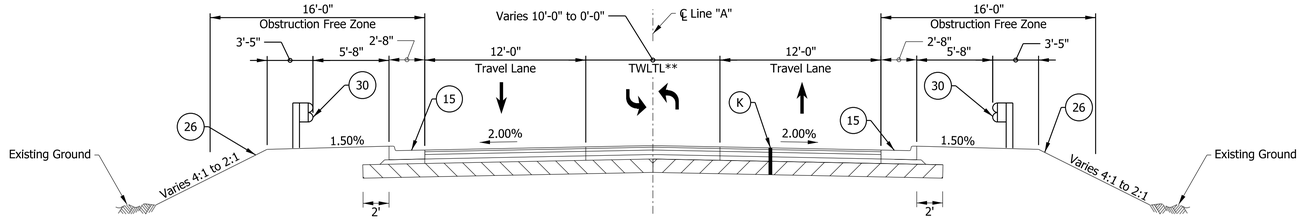


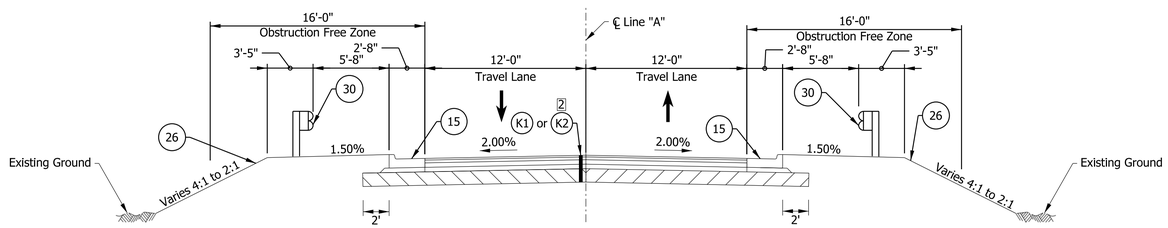
US 52 TYPICAL SECTION - INCIDENTAL CONSTRUCTION

STA. 727+75.00 "A" to STA. 727+90.00 "A"



US 52 TYPICAL SECTION

STA. 727+90.00 "A" to STA. 728+91.72 "A"



US 52 TYPICAL SECTION

STA. 728+91.72 "A" to STA. 732+26.99 "A" 1

LEGEND

R	165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on Milling, Asphalt, 1 1/2 In.
K1	165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on 275 #/SYD QC/QA-HMA, 4, 58H, Intermediate, 19.0mm, on 440 #/SYD QC/QA-HMA, 4, 58S, Base, 19.0mm, on 440 #/SYD QC/QA-HMA, 4, 58S, Base, 19.0mm, on Subgrade Treatment Type IC
K2	165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on 275 #/SYD QC/QA-HMA, 4, 58H, Intermediate, 19.0mm, on 1210 #/SYD QC/QA-HMA, 4, 58S, Base, 25.0 mm, on 6" of Compacted Aggregate, No. 53 on Subgrade Treatment, Type IC on Geotextile for Pavement, Type 2B
J2	Compacted Aggregate No. 53
26	Mulched Seeding, Type U
30	Guardrail, MGS W-Beam, 6 Ft. 3 In. Spacing
**	TWLTL = Two Way Left Turn Lane
15	Combined Concrete Curb and Gutter, Type B (See Std. Dwg. E 605-CCCG-01)
S	Sawcut

NOTE TO REVIEWER

Pavement design is preliminary. Final pavement design will be provided in a future submittal

Notes:

1 Paving Exception for Bridge From Sta. 728+91.72 "A" to Sta. 731+27.28 "A"

2 K2 from Sta. 728+59.51 "A" to Sta. 728+91.72 "A"
K2 from Sta. 731+27.28 "A" to Sta. 731+59.49 "A"

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: KM DRAWN: KM

CHECKED: DHC CHECKED: DHC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	TBD
VERTICAL SCALE	DESIGNATION
3/16" = 1'-0"	2200672
DWG. NO.	SHEETS
TYP-02	7 of 21
CONTRACT	PROJECT
B-44621	2200672

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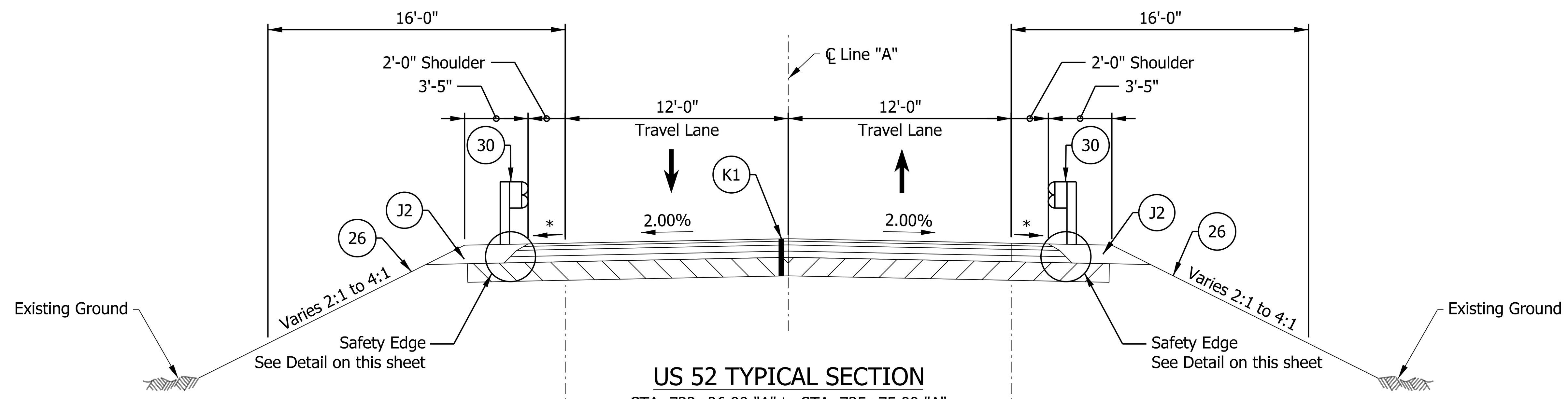
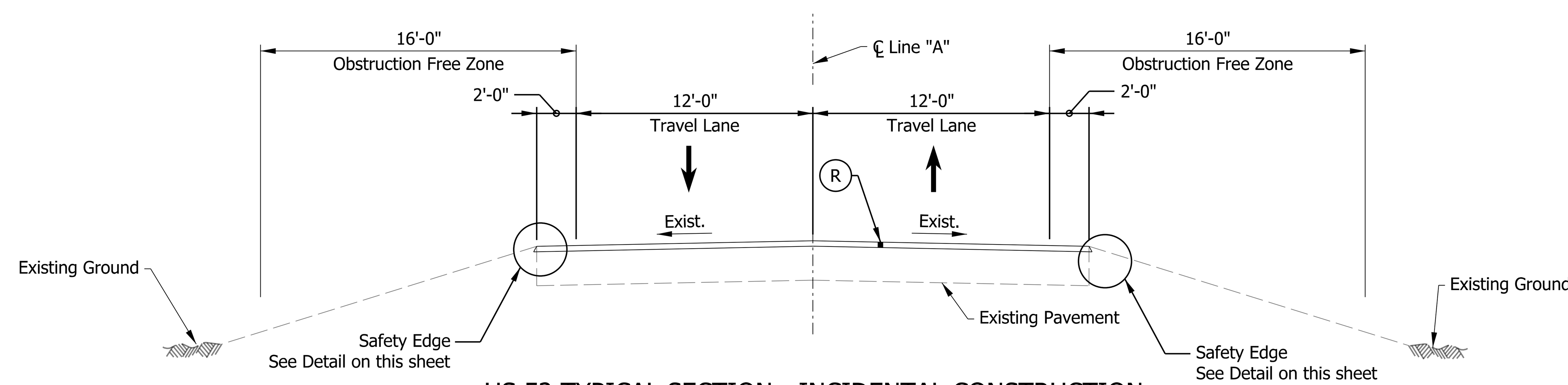


US 52 TYPICAL SECTION

STA. 732+26.99 "A" to STA. 735+75.00 "A"

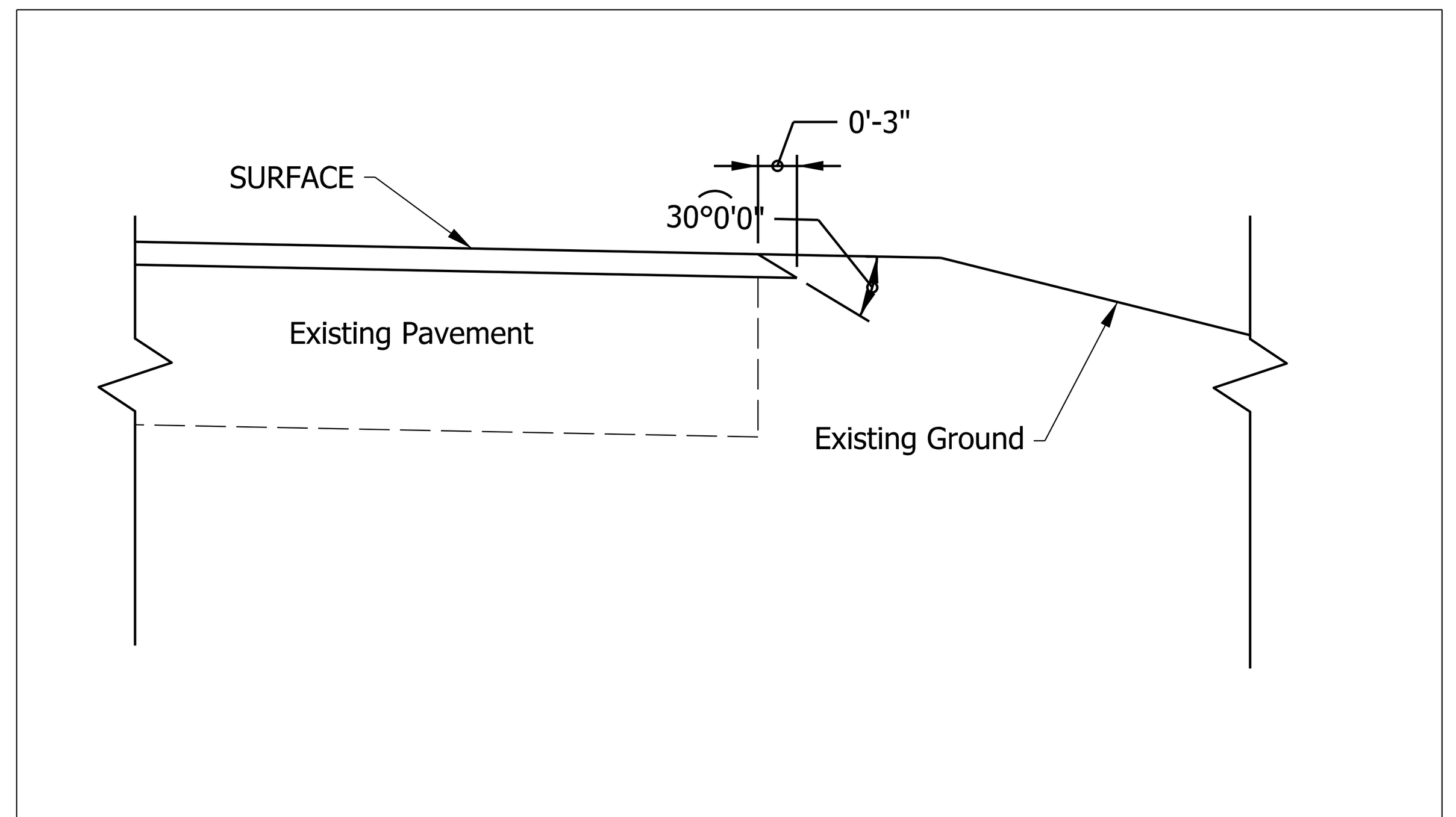
STA. 734+01.33 "A" to STA. 735+75.00 "A"

STA. 734+74.89 "A" to STA. 735+75.00 "A"



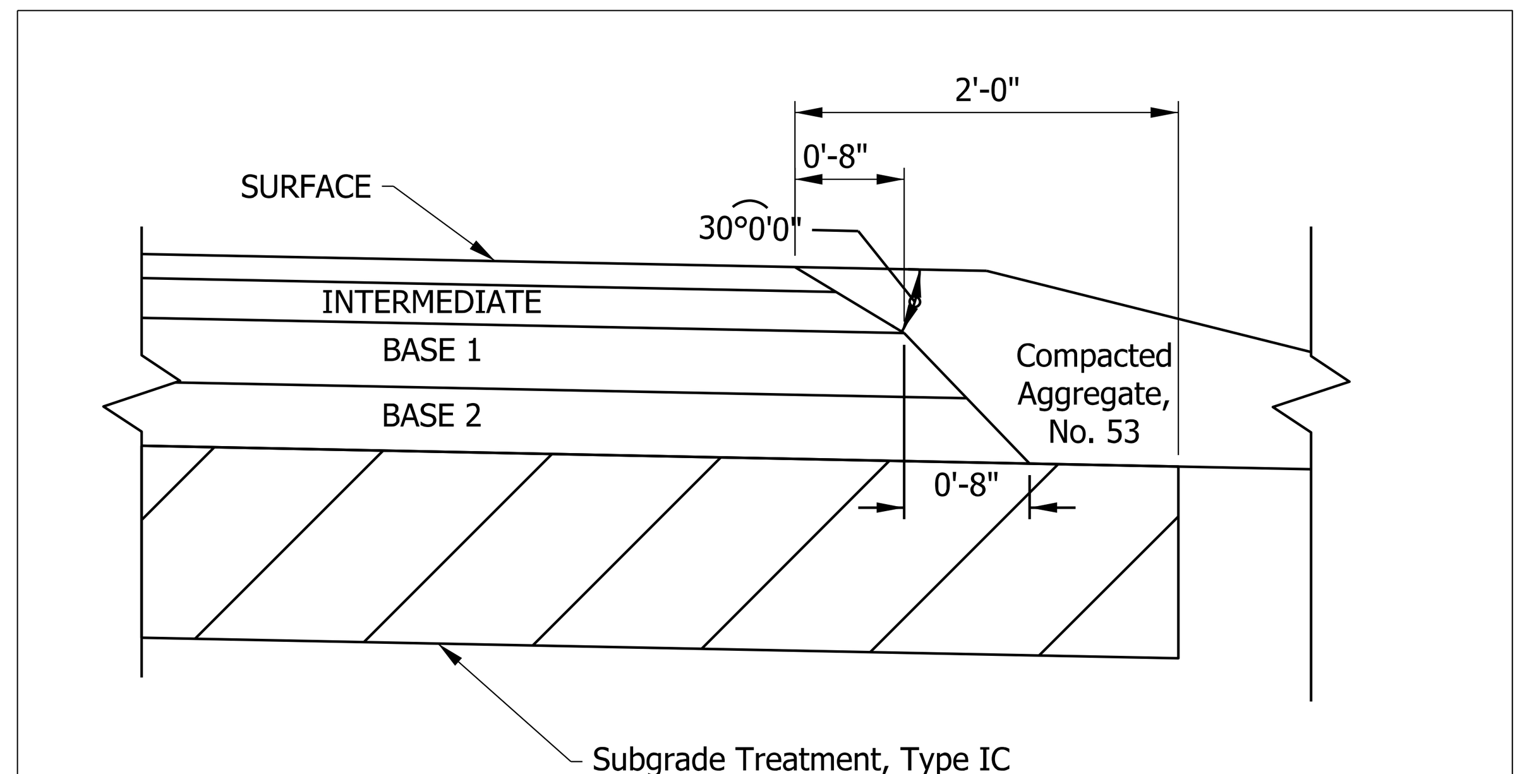
US 52 TYPICAL SECTION - INCIDENTAL CONSTRUCTION

STA. 735+75.00 "A" to STA. 736+00.00 "A"



SAFETY EDGE DETAIL - MILL & OVERLAY

NOT TO SCALE



SAFETY EDGE DETAIL

NOT TO SCALE

LEGEND

- (R) 165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on Milling, Asphalt, 1 1/2 In.
- (K1) 165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on 275 #/SYD QC/QA-HMA, 4, 58H, Intermediate, 19.0mm, on 440 #/SYD QC/QA-HMA, 4, 58S, Base, 19.0mm, on 440 #/SYD QC/QA-HMA, 4, 58S, Base, 19.0mm, on Subgrade Treatment Type IC
- (K2) 165 #/SYD QC/QA-HMA, 4, 58H, Surface, 9.5mm, on 275 #/SYD QC/QA-HMA, 4, 58H, Intermediate, 19.0mm, on 1210 #/SYD QC/QA-HMA, 4, 58S, Base, 25.0 mm, on 6" of Compacted Aggregate, No. 53 on Subgrade Treatment, Type IC on Geotextile for Pavement, Type 2B
- (J2) Compacted Aggregate No. 53
- (26) Mulched Seeding, Type U
- (30) Guardrail, MGS W-Beam, 6 Ft. 3 In. Spacing
- * Shoulder Cross Slope to Match Adjecent Lanes
- (15) Combined Concrete Curb and Gutter, Type B (See Std. Dwg. E 605-CCCG-01)
- (S) Sawcut

NOTE TO REVIEWER

Pavement design is preliminary. Final pavement design will be provided in a future submittal

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DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DATE
DESIGNED: KM	DRAWN: KM		
CHECKED: DHC	CHECKED: DHC		

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	TBD
VERTICAL SCALE	DESIGNATION
3/16" = 1'-0"	2200672
DWG. NO.	SHEETS
TYP-03	8 of 21
CONTRACT	PROJECT
B-44621	2200672

DETOUR ROUTE
SCALE: 1" = 3000'

LEGEND:

- DETOUR ROUTE
- DETOUR DIRECTION
- URBAN AREA BOUNDARY

NOTES:

1. ACCESS TO ALL PRIVATE DRIVES SHALL BE MAINTAINED DURING CONSTRUCTION.
2. FOR ADDITIONAL INFORMATION ON DETOUR SIGN PLACEMENT, SEE STANDARD DRAWINGS E-801-TCDT-01, -02, AND -04.
3. FOR SIGN LEGEND AND MAINTENANCE OF TRAFFIC QUANTITIES, SEE DWG. NO. MOT-02.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED:	CKS	DRAWN:	MJR
CHECKED:	NAR	CHECKED:	NAR

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETAILS - DETOUR

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	TBD
VERTICAL SCALE	DESIGNATION
AS SHOWN	2200672
DWG. NO.	SHEETS
MOT-01	9 of 21
CONTRACT	PROJECT
B-44621	2200672

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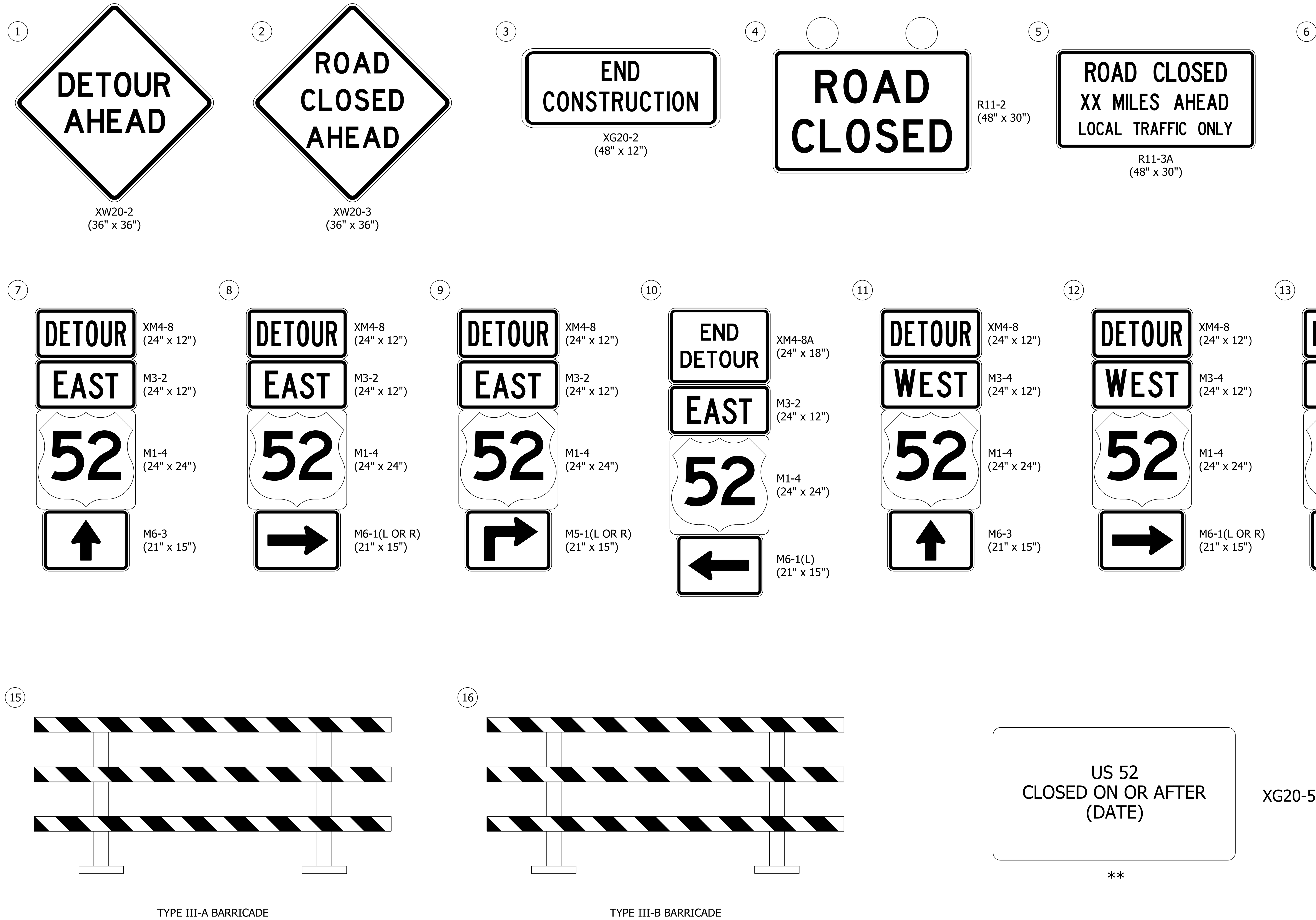

MOT SUMMARY			
	ITEM	UNITS	TOTALS
	DETOUR ROUTE MARKER ASSEMBLY	EA	114
**	CONSTRUCTION SIGN, A	EA	31
	ROAD CLOSURE SIGN ASSEMBLY	EA	2
	BARRICADE, III-A	LFT	36
	BARRICADE, III-B	LFT	72

** INCLUDES 2 XG20-5 ROUTE CLOSURE NOTICE SIGNS (LOCATION TO BE DETERMINED BY FIELD ENGINEER.)

NOTES:

1. SIGN (9) SHALL BE PLACED 300' PRIOR TO SIGN (8).
2. SIGN (13) SHALL BE PLACED 300' PRIOR TO SIGN (12).
3. SIGN (5) SHALL BE PLACED AT 1 MILE & 2 MILES FROM THE PROJECT LOCATION.
4. SEE STD. DWG. E-801-TCDT-01, -02 AND -04 FOR DETOUR SIGN SPACING, LOCATION, AND ADDITIONAL DETAILS.
5. ACCESS TO ALL PRIVATE DRIVES SHALL BE MAINTAINED DURING CONSTRUCTION.

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DRAFT
NOT FOR CONSTRUCTION

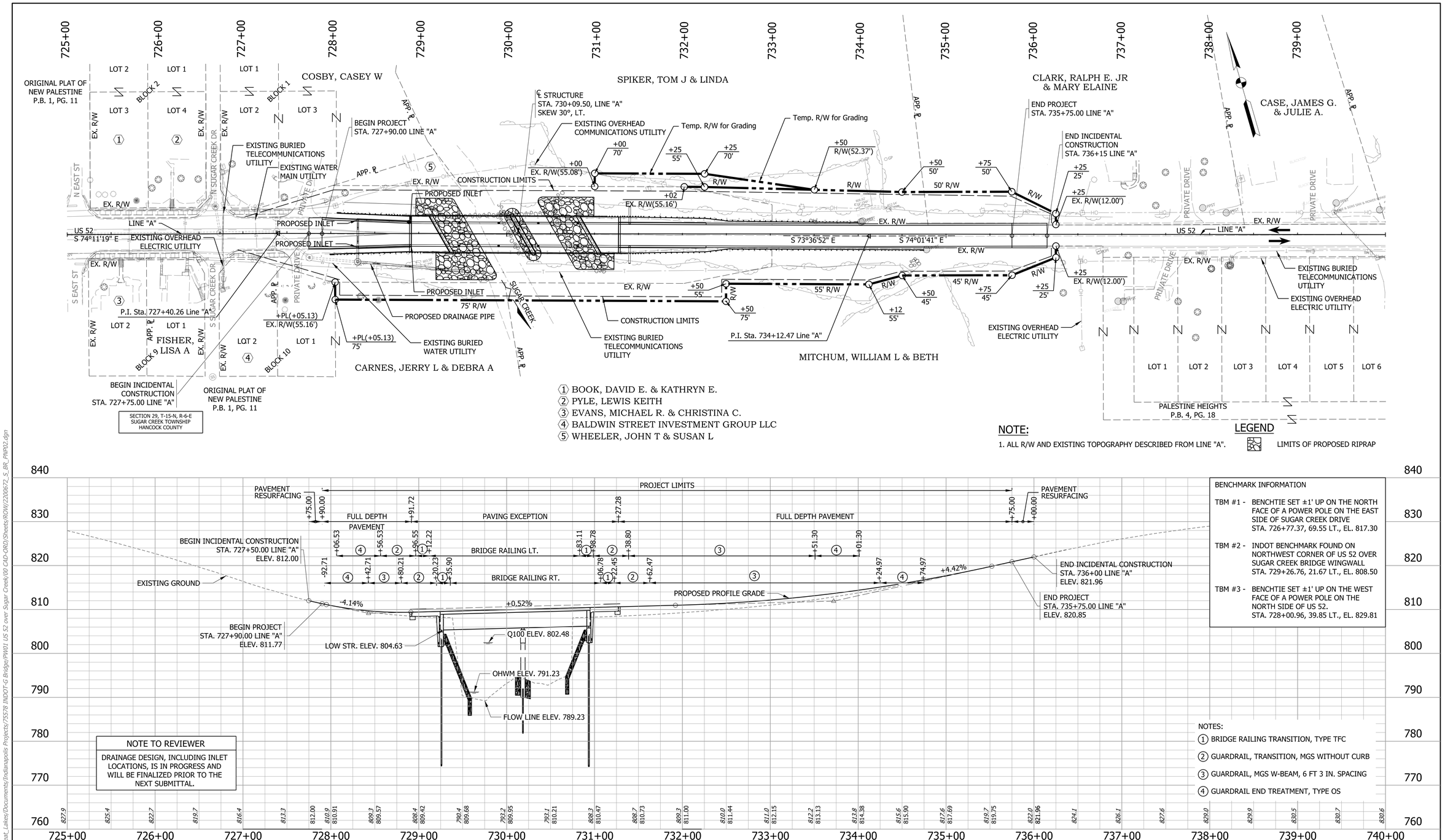
RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

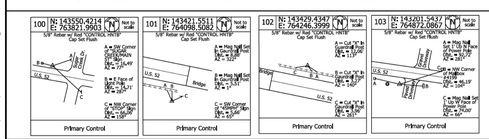
DESIGNED:	CKS	DRAWN:	MJR
CHECKED:	NAR	CHECKED:	NAR

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETAILS - DETOUR

HORIZONTAL SCALE	BRIDGE FILE
N/A	TBD
VERTICAL SCALE	DESIGNATION
N/A	2200672
DWG. NO.	SHEETS
MOT-02	10 of 21
CONTRACT	PROJECT
B-44621	2200672





DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: CKS DRAWN: MJR

CHECKED: NAR CHECKED: NAR

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	TBD
VERTICAL SCALE	DESIGNATION
1" = 10'	2200672
DWG. NO.	SHEETS
PNP-01	12 of 21
CONTRACT	PROJECT
B-44621	2200672

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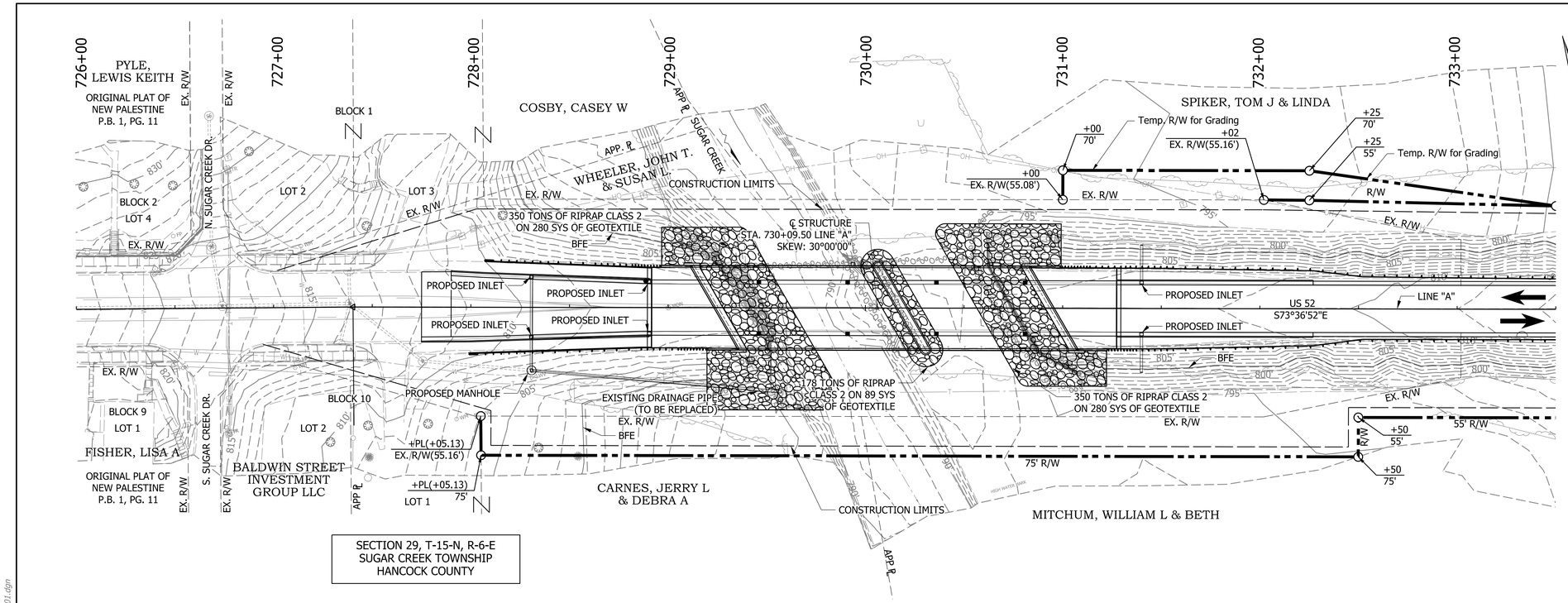
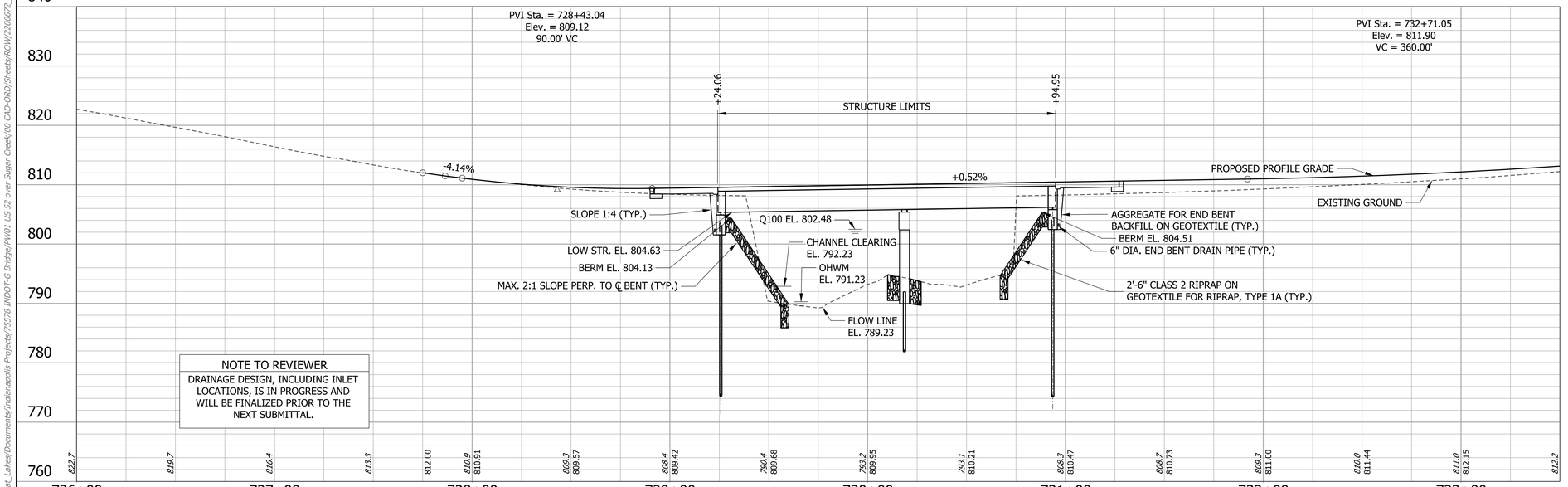
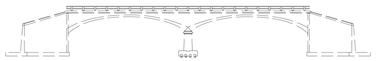




NOTE TO REVIEWER

DRAINAGE DESIGN, INCLUDING INLET LOCATIONS, IS IN PROGRESS AND WILL BE FINALIZED PRIOR TO THE NEXT SUBMITTAL.



EXISTING STRUCTURE

THE EXISTING STRUCTURE (NO. 052-30-00521 C) IS A TWO SPAN (65'-0", 65'-0") CAST IN PLACE REINFORCED CONCRETE EARTH FILLED ARCH BRIDGE, BUILT IN 1926. THE BRIDGE WAS WIDENED IN 1957 (REHAB A), RECEIVED A BRIDGE DECK REPLACEMENT IN 1985 (REHAB B), AND IN 2011 SCOUR COUNTERMEASURES WERE PLACED AT THE BRIDGE. THE EXISTING OUT-TO-OUT COPING WIDTH FOR THE STRUCTURE IS 42'-6" WITH A CLEAR ROADWAY OF 40'-0" AND IS BUILT ON A 30-DEGREE LEFT SKEW. EXISTING STRUCTURE TO BE REMOVED.

EARTHWORK TABULATION

COMMON EXCAVATION	519 CYS
EXCAVATION, FOUNDATION, UNCLASSIFIED	358 CYS

HYDRAULIC DATA

WATERWAY OPENING REQUIRED	1102.79 SFT
WATERWAY OPENING PROVIDED	1102.79 SFT
DRAINAGE AREA	93.75 SQ MI
DESIGN DISCHARGE, Q100	12,300 CFS
VELOCITY	12.61 FT/S
Q100 ELEV.	802.48 FT
ESTIMATED SCOUR ELEV.	762.90 FT
EXISTING WATERWAY OPENING	1029.30 SFT
EXISTING BACKWATER	1.46 FT
LOW STRUCTURE ELEVATION	804.63 FT
EXISTING LOW STRUCTURE ELEVATION	805.48 FT

HYDRAULIC SCOUR DATA

Q100 DISCHARGE	12,300 CFS
Q100 ELEVATION	802.48 FT
VELOCITY AT Q100	12.61 FT/SEC
SCOUR DEPTH (CONTRACTION)	15.19 FT
SCOUR DEPTH (TOTAL)	26.33 FT
LOW SCOUR ELEVATION	762.90 FT
Q500 DISCHARGE	17,220 CFS
Q500 ELEVATION	804.07 FT
VELOCITY AT Q500	15.57 FT/SEC
SCOUR DEPTH (CONTRACTION)	18.07 FT
SCOUR DEPTH (TOTAL)	30.05 FT
LOW SCOUR ELEVATION	759.18 FT

NOTE:

1. ALL RIGHT OF WAY IS DETERMINED FROM LINE "A"

LEGEND

LIMITS OF PROPOSED RIPRAP

NOTE TO REVIEWER

EARTHWORK TABULATION WILL BE CONFIRMED FOR THE NEXT SUBMITTAL.

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE BULB-TEE BEAM BRIDGE
2 SPANS: 93'-0", 75'-0"
28'-0" CLEAR ROADWAY, SKEW: 30°00'00" LT.
SR 52 OVER SUGAR CREEK
HANCOCK COUNTY

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CKS DRAWN: MJR

CHECKED: NAR CHECKED: NAR

INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	TBD
VERTICAL SCALE	DESIGNATION
1" = 10'	2200672

DWG. NO.	SHEETS
LAY-01	13 of 21
CONTRACT	PROJECT
B-44621	2200672

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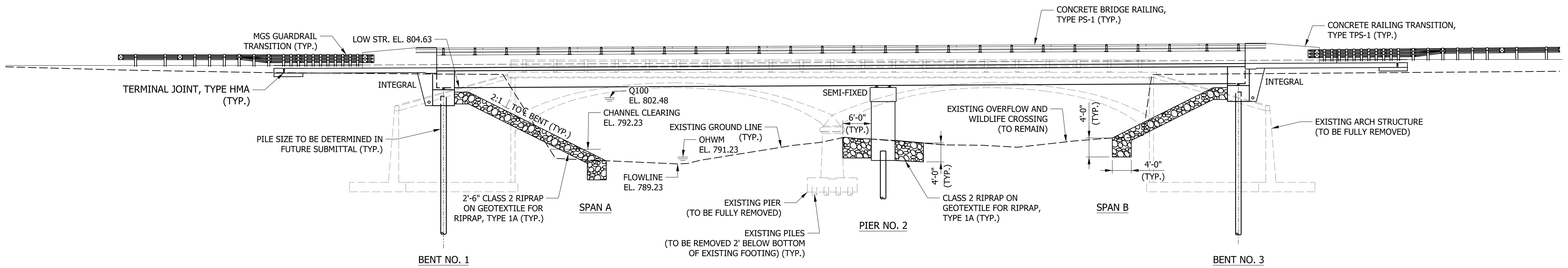
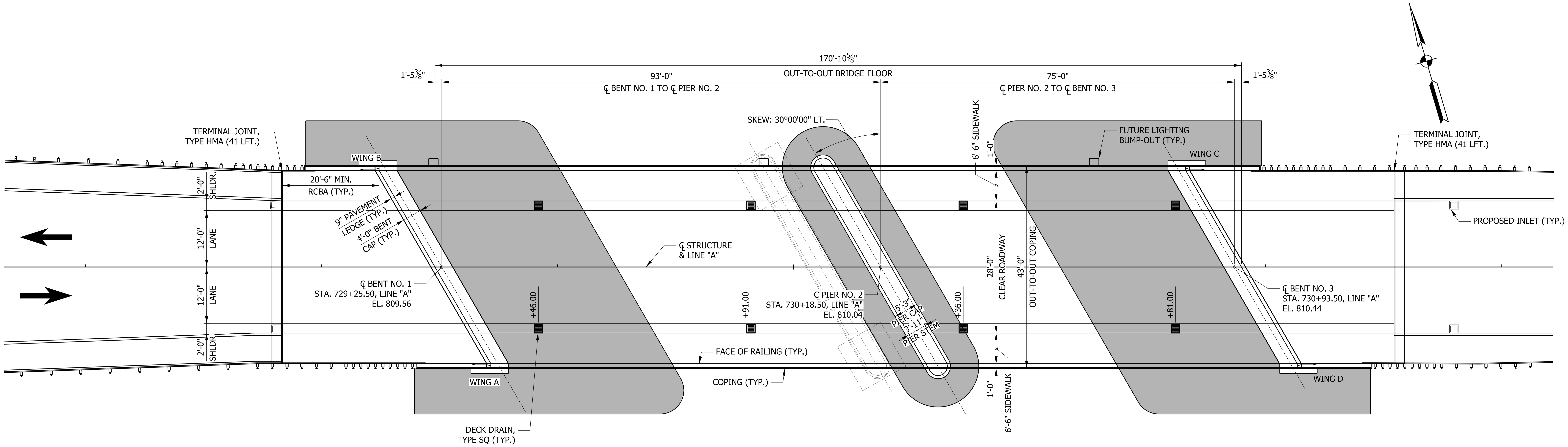
EXISTING STRUCTURE BUILT TO A 0.00% GRADE
PROPOSED STRUCTURE TO BE BUILT TO A +0.52% GRADE



ELEVATION



PLAN

NOTE TO REVIEWER
DRAINAGE DESIGN, INCLUDING INLET LOCATIONS, IS IN PROGRESS AND WILL BE FINALIZED PRIOR TO THE NEXT SUBMITTAL.

LEGEND:

LIMITS OF PROPOSED RIPRAP

CONTINUOUS COMPOSITE PRESTRESSED
CONCRETE BULB-TEE BEAM BRIDGE
2 SPANS: 93'-0", 75'-0"
28'-0" CLEAR ROADWAY, SKEW: 30°00'00" LT.
SR 52 OVER SUGAR CREEK
HANCOCK COUNTY

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DRAFT
NOT FOR CONSTRUCTION

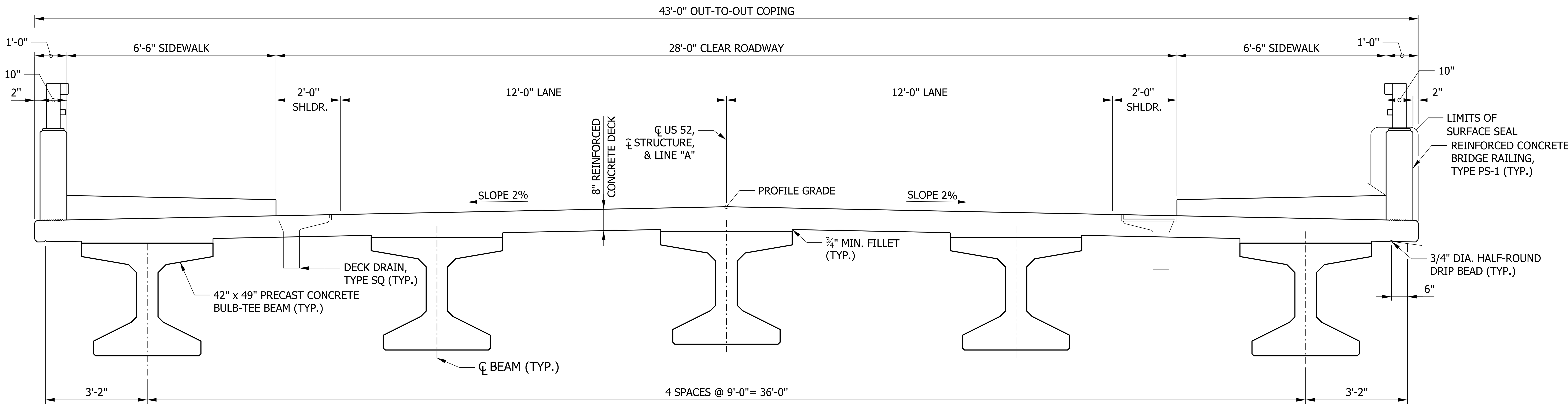
RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: CKS	DRAWN: MJR
CHECKED: NAR	CHECKED: NAR

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE	
3/32" = 1'-0"	TBD	
VERTICAL SCALE	DESIGNATION	
3/32" = 1'-0"	2200672	
DWG. NO.	SHEETS	
PLN-01	14 of	21
CONTRACT	PROJECT	
B-44621	2200672	



TYPICAL SECTION

(LOOKING AHEAD STATION)

NOTE TO REVIEWER
DECK DRAINS TO BE CONNECTED INTO DRAIN PIPE SYSTEM. DETAILS TO BE PROVIDED AT FUTURE SUBMITTAL.

GENERAL NOTES

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

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

CONCRETE IN BRIDGE DECK, DIAPHRAGMS, BARRIER RAIL, AND END BENTS TO BE CLASS "C". CONCRETE IN PIER CAP AND WALL TO BE CLASS "A". CONCRETE IN PIER FOOTING TO BE CLASS "B". REINFORCING BARS IN DECK, BARRIERS, BARRIER TRANSITIONS, AND END BENT DIAPHRAGM EXTENDING INTO THE DECK SHALL BE EPOXY COATED.

ALL EXPOSED FACES OF THE CONCRETE BRIDGE RAILINGS, CONCRETE BRIDGE RAILING TRANSITIONS, PIER CAPS, AND END BENTS SHALL BE SURFACE SEALED.

DESIGN DATA

LIVE LOAD

DESIGNED FOR HL-93 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2024 AND SUBSEQUENT INTERIMS.

DEAD LOAD

DESIGNED FOR ACTUAL DEAD LOAD PLUS 35 PSF OF FUTURE WEARING SURFACE AND 15 PSF FOR PERMANENT METAL DECK FORMS.

FLOOR SLAB

DESIGNED WITH A 7½" STRUCTURAL DEPTH PLUS ½" SACRIFICIAL WEARING SURFACE.

DESIGN STRENGTHS

CONCRETE

PRESTRESSED CONCRETE:	f'c = 5,000 PSI
CLASS "A" CONCRETE:	f'c = 3,500 PSI
CLASS "B" CONCRETE:	f'c = 3,000 PSI
CLASS "C" CONCRETE:	f'c = 4,000 PSI

REINFORCING BARS

REINFORCING BARS:	fy = 60,000 PSI

CONSTRUCTION LOADING

DECK FALSEWORK LOADS

DESIGNED FOR 15 PSF FOR PERMANENT METAL STAY-IN-PLACE DECK FORMS, REMOVABLE DECK FORMS, AND 2-FT. EXTERIOR WALKWAY.

CONSTRUCTION LIVE LOAD:

DESIGNED FOR 20 PSF EXTENDING 2 FT. PAST THE EDGE OF COPING AND 75 PLF VERTICAL FORCE APPLIED AT A DISTANCE OF 6 INCHES OUTSIDE THE FACE OF COPING OVER A 30-FT. LENGTH OF THE DECK CENTERED WITH THE FINISHING MACHINE.

FINISHING MACHINE LOAD:

4,500 LBS DISTRIBUTED OVER 10 FT. ALONG COPING.

WIND LOAD

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

SEISMIC DESIGN DATA

SEISMIC PERFORMANCE ZONE = X
ACCELERATION COEFFICIENT = X.XXX
SEISMIC SOIL PROFILE TYPE = SITE CLASS X

NOTE TO REVIEWER
SOIL INFORMATION AND SEISMIC DATA WILL BE PROVIDED FOR FUTURE SUBMITTALS UPON RECEIPT OF THE GEOTECHNICAL REPORT.

CONTINUOUS COMPOSITE PRESTRESSED
CONCRETE BULB-TEE BEAM BRIDGE
2 SPANS: 93'-0", 75'-0"
28'-0" CLEAR ROADWAY, SKEW: 30°00'00" LT.
SR 52 OVER SUGAR CREEK
HANCOCK COUNTY

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: CKS	DRAWN: MJR		
CHECKED: NAR	CHECKED: NAR		

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
1/2" = 1'-0"	TBD
VERTICAL SCALE	DESIGNATION
1/2" = 1'-0"	2200672
DWG. NO.	SHEETS
PLN-02	15 of 21
CONTRACT	PROJECT
B-44621	2200672

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Categorical Exclusion

Appendix C: Early Coordination

INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric J. Holcomb, Governor
Michael Smith, Commissioner

Example Early Coordination Letter

September 17, 2024

Early Coordination List

Re: Early Coordination Letter
Des. No. 2200672
Bridge Project on US 52 over Sugar Creek
New Palestine, Hancock County Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the US 52 bridge crossing over Sugar Creek in Hancock County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Project Location: This project is located on US 52, approximately 6.12 miles west of State Road (SR) 9, in the town of New Palestine in Hancock County, Indiana. More specifically, the project is located in Section 29, Township 15 North, Range 6 East in Sugar Creek Township.

Existing Conditions: This section of US 52 is a two-lane Rural Minor Arterial. The existing structure, INDOT structure no. 052-30-00521 C, is a dual arch concrete bridge that spans Sugar Creek. It was originally built in 1926, widened in 1957, partially reconstructed in 1985, and repaired in 2011. The current bridge, according to the December 20, 2022, INDOT inspection report, is in fair condition, with extensive wear patches and numerous wide cracks. The spandrel walls have large spalls above Pier 2 noses on both sides. The arch ring sides have wide cracks near the Pier 2 noses. Pier 2 has large spalls and scaling to the tops of noses on both sides. The bridge is not on or eligible for inclusion on the National Register of Historic Places.

Purpose and Need: The primary need is based on the deteriorated condition of the existing structure as documented in the December 20, 2022, INDOT inspection report for INDOT structure no. 052-30-00521 C. The purpose of the project is to address the deteriorated condition of the existing structure and provide safe vehicular crossing over Sugar Creek.

Proposed Project: The proposed project is anticipated to replace the bridge structure over Sugar Creek, replace the approach slabs and terminal joints, improve guardrails at both approaches, and install scour protection. Additionally, this project will raise the vertical profile of US 52 to remove the existing sag curve from the bridge. Sag curves are vertical curves that connect descending grades. The project will also perform necessary roadside ditch improvements resulting from raising the roadway profile.

Right-of-Way: The project is anticipated to require the acquisition of approximately 1 acre of temporary right-of-way and approximately 2.5 acres of new permanent right-of-way. INDOT will perform utility coordination to verify location of surrounding utilities for potential relocation.

Maintenance of Traffic (MOT): The preferred method of traffic maintenance will include a road closure with an official state detour.

Surrounding Resources: Land use in the vicinity of the project is primarily residential, agricultural, and commercial. Approximately 1.5 acres of tree clearing is anticipated to be required as a part of this project. A review of the Indiana Department of Environmental Management website has been conducted and the project is not located within a wellhead protection area or source water area.

A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Sugar Creek has been identified as a habitat for the Snuffbox Mussel, *Epioblasma triquetra*, a federally endangered species. Coordination with USFWS will occur to minimize any potential impacts.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Joseph Gassensmith, of HNTB Corporation, at Jgassensmith@hntb.com or 317-636-4682. 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 Joseph Gassensmith, Environmental Planner, of the HNTB Corporation at Jgassensmith@hntb.com or 317-636-4682, or Donald McGhghy, of the Indiana Department of Transportation, at cmcghghy@indot.in.gov, or 317-467-3920. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Joseph Gassensmith
Environmental Planner

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

Attachments have been removed for brevity

Cc: Donald McGhghy, INDOT Project Manager
Angela Pearl, HNTB
Mackenzie Knotts, HNTB

Environmental Consultation List

Federal

Kari Carmany-George, Federal Highway Administration
Erik Sandstadt, Chicago Regional Office, US Department of Housing & Urban Development
Robin McWilliams Munson, US Fish and Wildlife Service
John Allen, Natural Resources Conservation Service
Aaron Damrill, US Army Corps of Engineers, Regulatory Branch

State

Indiana Geological and Water Survey (Via Webform)
Rachel Van Voorhis, Indiana Department of Natural Resources, Division of Fish and Wildlife
Brian Royer, Indiana Department of Natural Resources, Division of Oil and Gas
Ron Bales, Indiana Department of Transportation, Greenfield District Environmental
Corey Webb, Indiana Department of Transportation, Environmental Policy Manager

Local

John Jessup, Hancock County Commissioner
Mary Bowmer, Hancock County Council
Chad Coughenour, Hancock County Surveyor, MS4 Coordinator, and Floodplain Administrator
Brad Burkhart, Hancock County Sheriff
Miriam Rolles, Hancock County Parks and Recreation
Paul Durham, Hancock County Highway Department Superintendent
Hollie Kinker, Hancock County Planning Department
Misty Moore, Hancock County Department of Homeland Security
Robert Ehle, New Palestine Police Marshall
Nyla Staples, New Palestine MS4 Coordinator
Steve Pool, New Palestine Street Department Commissioner
Jim Robinson, New Palestine Town Manager
Dr. Gina Pleak, New Palestine Community Schools
Anna Gremling, Indianapolis Metropolitan Planning Organization

Early Coordination Letter was sent to New Palestine Plan Commission on 10-09-24 and Gary Pool, Hancock County Engineer, on 9-29-25

From: McWilliams, Robin
To: Joseph Gassensmith
Subject: Re: [EXTERNAL] Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination
Date: Tuesday, October 22, 2024 4:24:32 PM

Dear Mr. Gassensmith,

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

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

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

Please refer to your species list generated via the Information for Planning and Conservation web site (https://ipacb.ecosphere.fws.gov/) for additional species and information. A determination should be made for each listed species or critical habitat on your list, and if necessary (a NLAA or Likely to Adversely Affect determination is made) a request for concurrence sent to our office; we do not provide concurrence for No Effect determinations. If you need assistance for this process, please feel free to contact me for additional information.

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the ESA. The Service determined the bat faces extinction primarily due to the range-wide impacts of White Nose Syndrome (WNS). Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to

adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the proposed rule, please see: https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus and for more information on WNS, please see: https://www.whitenosesyndrome.org/.

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

This email is provided for technical assistance. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions, please contact me at robin_mcwilliams@fws.gov or you may call 812-902-1752.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (**This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin_McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Tues 8:30-4:30p
Wed-Thurs 8:30-4:30p Telework

From: Joseph Gassensmith <jgassensmith@HNTB.com>
Sent: Tuesday, September 17, 2024 2:36 PM
To: Joseph Gassensmith <jgassensmith@HNTB.com>
Cc: Angela Pearl <apearl@HNTB.com>; Mackenzie Knotts <mknotts@HNTB.com>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; Christine Meador <CMeador@HNTB.com>
Subject: [EXTERNAL] Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination

Early Coordination Letter
Des. No. 2200672

THIS IS NOT A PERMIT

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

DNR#: ER-26829

Request Received: September 17, 2024

Requestor:
Joseph Gassensmith
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Project:
US 52 bridge (#052-30-00521 C) replacement and scour protection over Sugar Creek, 6.12 miles west of SR 9, Town of New Palestine; Des #2200672

County/Site Info: Hancock 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 will require the formal approval of our agency for construction in a floodway, pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 2023. 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. The State endangered Clubshell (*Pleurobema clava*) and Snuffbox (*Epioblasma triquetra*) and the State special concern Kidneyshell (*Ptychobranchus fasciolari*s), Little Spectaclecase (*Villosa lienosa*), Purple Lilliput (*Toxolasma lividum*), and Wavyrayed Lampmussel (*Lampsilis fasciola*) have been documented within .5 mile of the project area.

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

A) Heritage Species
To minimize potential impacts to the above-listed mussel species, continue coordination with USFWS and DNR non-game aquatic biologist Brant Fisher (bfisher@dnr.in.gov; 812-526-5816). Avoid using heavy equipment in the stream, implement best management practices for sediment and erosion control, and follow the causeway guidelines outlined below.

B) Causeways

If possible, the project design should avoid inclusion of a temporary causeway or runaround. Such features result in impacts to the stream and surrounding habitat. In many cases, the need for a causeway can be eliminated by working from either bank, or using temporary, easily removed structures such as floating barges as the situation allows. If a causeway is deemed critical for the construction to occur, please submit a justification for the necessity of the causeway with any permit application.

Impacts related to causeways can be reduced by creating a partial causeway that does not span the entire channel and leaving one side or the middle of the channel open and flowing at all times. At least 50% of the channel should be left open. If a full causeway is absolutely necessary, impacts to the waterway from its installation and removal can be reduced by minimizing the amount of time the causeway is in place, reducing the temporary causeway width, using more and larger culvert pipes, using larger size aggregate, and removing sections of the causeway as portions of the bridge are completed. Do not use fines or soil in the temporary causeway and do not drive equipment in the channel to recoup lost causeway materials. Regardless of how work is conducted, the bridge should be accessed from the upstream side.

C) 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 DFW has outlined different requirements for different types of crossing structure impacts. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the existing structure is sized to accommodate white-tailed deer passage, then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high-water mark (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. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

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

D) 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 Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: https://irrigationtoolbox.com/NEH/Part650_EngineeringFieldHandbook/H_210_650_16.pdf.

E) 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.

F) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.

6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

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: October 17, 2024

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Organization and Project Information

Organization Name: HNTB Corporation

First Name: Joseph

Last Name: Gassensmith

Phone: (317) 636-4682

Email: jgassensmith@hntb.com

Address Line 1: 111 Monument Circle

City: Indianapolis

State: IN

Zip: 46204

Destination Id: 2200672

Project Title: US 52 Over Sugar Creek

Project Description: The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a bridge project along US 52 over Sugar Creek in Hancock County, Indiana.

Environmental Assessment Report

Geological Hazards:

1. Floodway
2. High liquefaction potential

Mineral Resources:

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

Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

Disclaimer:

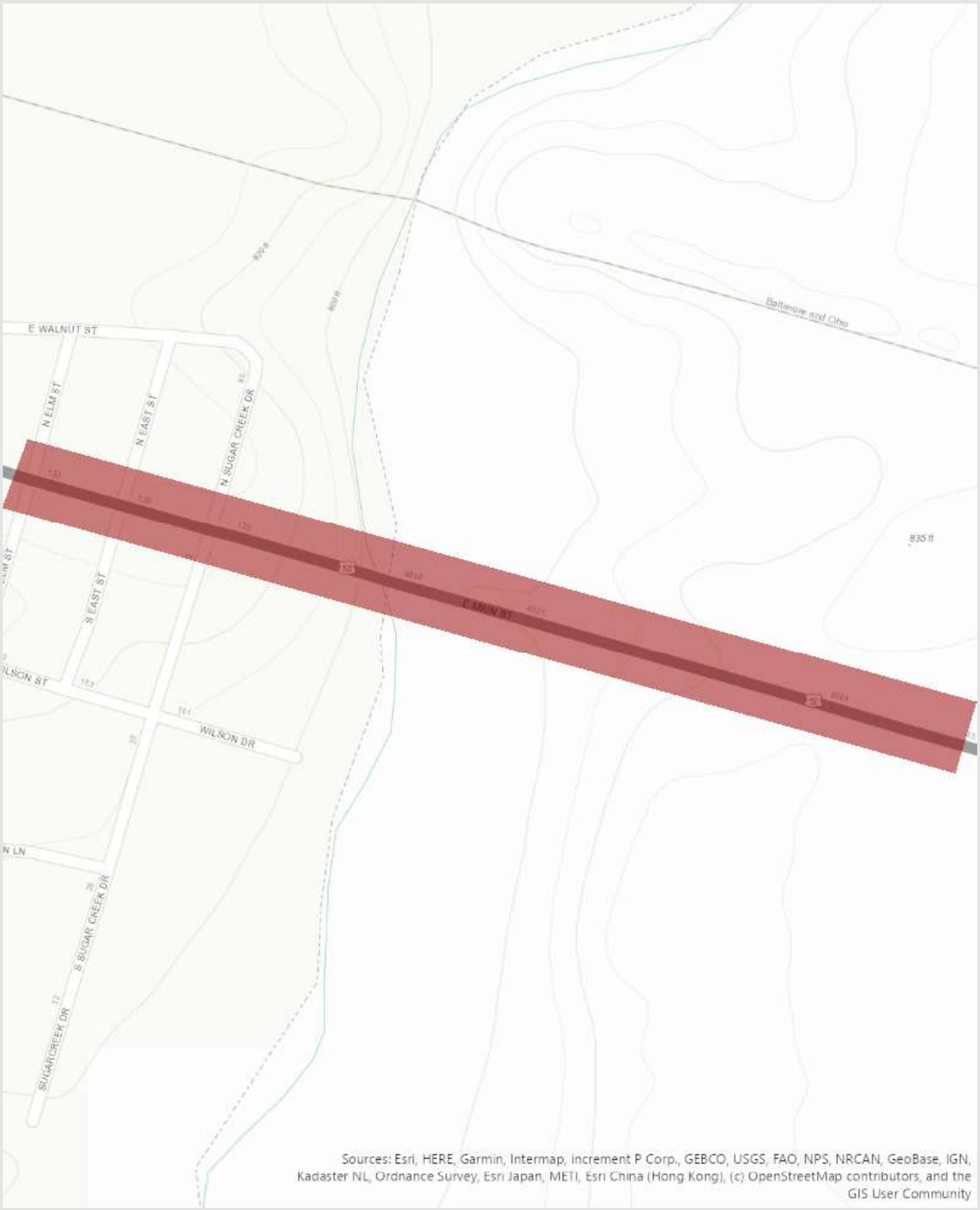
This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties 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



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

September 18, 2024

Joseph Gassensmith
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
jgassensmith@hntb.com

Dear Joseph Gassensmith:

The proposed Bridge project on US 52 over Sugar Creek in New Palestine, Hancock County, Indiana (Des. No. 2200672), as referred to in your letter received September 17, 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: 2024.09.18 11:52:39 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosers

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 02/17/25
Name of Project DES2200672_US52 over Sugar Cr Bridg	Federal Agency Involved Federal Highway Administration
Proposed Land Use	County and State Hancock County, IN
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 9/18/2024 / Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 308 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 191125 % 97	Amount of Farmland As Defined in FPPA Acres: 18415 % 94	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	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	4.04			
B. Total Acres To Be Converted Indirectly	0.00			
C. Total Acres In Site	5.62			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.58			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	95			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	71			

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)	8			
2. Perimeter In Non-urban Use	(10)	8			
3. Percent Of Site Being Farmed	(20)	0			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	5			
8. Creation Of Non-farmable Farmland	(10)	4			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	25	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	71	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	25	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	96	0	0	0

Site Selected: Site A	Date Of Selection 02/17/2025	Was A Local Site Assessment Used? YES ☑ NO ☐

Reason For Selection:

The bridge replacement project improvements will not significantly impact existing farmland or continued use of farmland in the project area.

Name of Federal agency representative completing this form: Joseph Gassensmith — Date: 02/17/2025

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

From: Hollie Kinker
To: Joseph Gassensmith
Subject: RE: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination
Date: Monday, September 30, 2024 10:03:55 AM

Mr. Gassensmith,

The Hancock County Plan Commission does not have any comments regarding project Des. No. 2200672. This area is primarily zoned Commercial Neighborhood and is in the Corridor Overlay district.

Thank you,

Hollie Kinker
Assistant Planner
Hancock County Government
111 American Legion Place, Suite 146
Greenfield, IN 46140
(317) 477-1134
(317) 477-1184 Fax

From: Joseph Gassensmith <jgassensmith@HNTB.com>
Sent: Tuesday, September 17, 2024 2:37 PM
To: Joseph Gassensmith <jgassensmith@HNTB.com>
Cc: Angela Pearl <apearl@HNTB.com>; Mackenzie Knotts <mknotts@HNTB.com>; dmcghghy@indot.in.gov; Christine Meador <CMeador@HNTB.com>
Subject: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination

Early Coordination Letter
Des. No. 2200672
US 52 over Sugar Creek
Bridge Project
Hancock County, Indiana

To whom it may concern,

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a bridge project along US 52 over Sugar Creek in Hancock County, Indiana. The attached letter is part

From: Joseph Gassensmith
To: Stephen Pool
Subject: RE: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination
Date: Monday, September 30, 2024 10:25:00 AM

Des No. 2200672
US 52 Over Sugar Creek Bridge Project

Hi Steve,

The anticipated letting date for this project is October 7, 2026. Please let me know if I can provide any other information.

Thank you,

Joseph Gassensmith
Environmental Planner I
Environmental Plannning
Tel (317) 636-4682 **Cell** (317) 606-0164 **Email** jgassensmith@hntb.com

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

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From: Stephen Pool <spool@newpalestine.in.gov>
Sent: Wednesday, September 18, 2024 1:47 PM
To: Joseph Gassensmith <jgassensmith@HNTB.com>
Subject: Re: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination

Des No. 2200672
US 52 Sugar Creek Bridge Project
Hi Joseph
Is there a letting date for this project?
Thank you
Steve Pool
Street Commissioner
Town of New Palestine

On Tue, Sep 17, 2024 at 2:36 PM Joseph Gassensmith <jgassensmith@hntb.com> wrote:

> **Early Coordination Letter**
> **Des. No. 2200672**

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: 06/02/2025 15:50:51 UTC
Project Code: 2024-0123730
Project Name: Des. No. 2200672, US 52 Over Sugar Creek Bridge Project

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List
- 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: 2024-0123730

Project Name: Des. No. 2200672, US 52 Over Sugar Creek Bridge Project

Project Type: Bridge - Replacement

Project Description: The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a bridge replacement project involving the structure carrying US 52 over Sugar Creek (INDOT Structure No. 052-30-00521 C), in Hancock County, Indiana. More specifically, this project is located in Section 29, Township 15 North, Range 6 East, in Sugar Creek Township, Indiana.

Project activities include replacing the existing structure, replacing the approach slabs and terminal joints, guardrail improvements at both approaches, and installing scour protection. Additionally, this project will raise the vertical profile of US 52 at the bridge to remove the sag curve which will require subsequent roadside ditch improvements. The culvert, CLV-84796 will be replaced and tied into new curb inlets on the roadway being constructed as a part of the project. New permanent lighting will be installed for this project, and temporary lighting may be used during construction. There is suitable summer habitat within and adjacent to the project area. Approximately, 1.5 acres of trees will be cleared as a part of this project. Dominant tree species include American Sycamore (Plantanus occidentalis), Green Ash (Fraxinus pennsylvanica), Black Walnut (Juglans nigra), and Cottonwood (Populus deltoides). Project activities are not likely to increase noise level above existing background noise.

A query of the USFWS Bat Database by Greenfield District staff conducted on August 19, 2024, did not identify any documented sites within 0.5 mile of the project area. The April 15, 2025, HNTB field inspection did not detect any signs of bats. The project is anticipated to begin construction in Fall 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.71919745,-85.88131103160079,14z

Counties: Hancock County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 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

CLAMS

NAME	STATUS
Snuffbox Mussel *Epioblasma triquetra* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4135	Endangered

INSECTS

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

CRITICAL HABITATS

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

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

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)

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

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

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

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

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

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project

activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

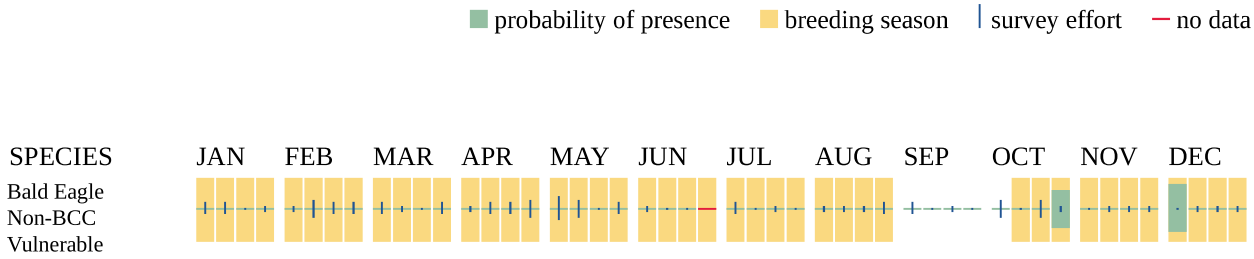
Probability of Presence (■)

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

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

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

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



Additional information can be found using the following links:

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

MIGRATORY BIRDS

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

birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

---

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

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
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
Grasshopper Sparrow *Ammodramus savannarum perpallidus* 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/8329	Breeds Jun 1 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
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.

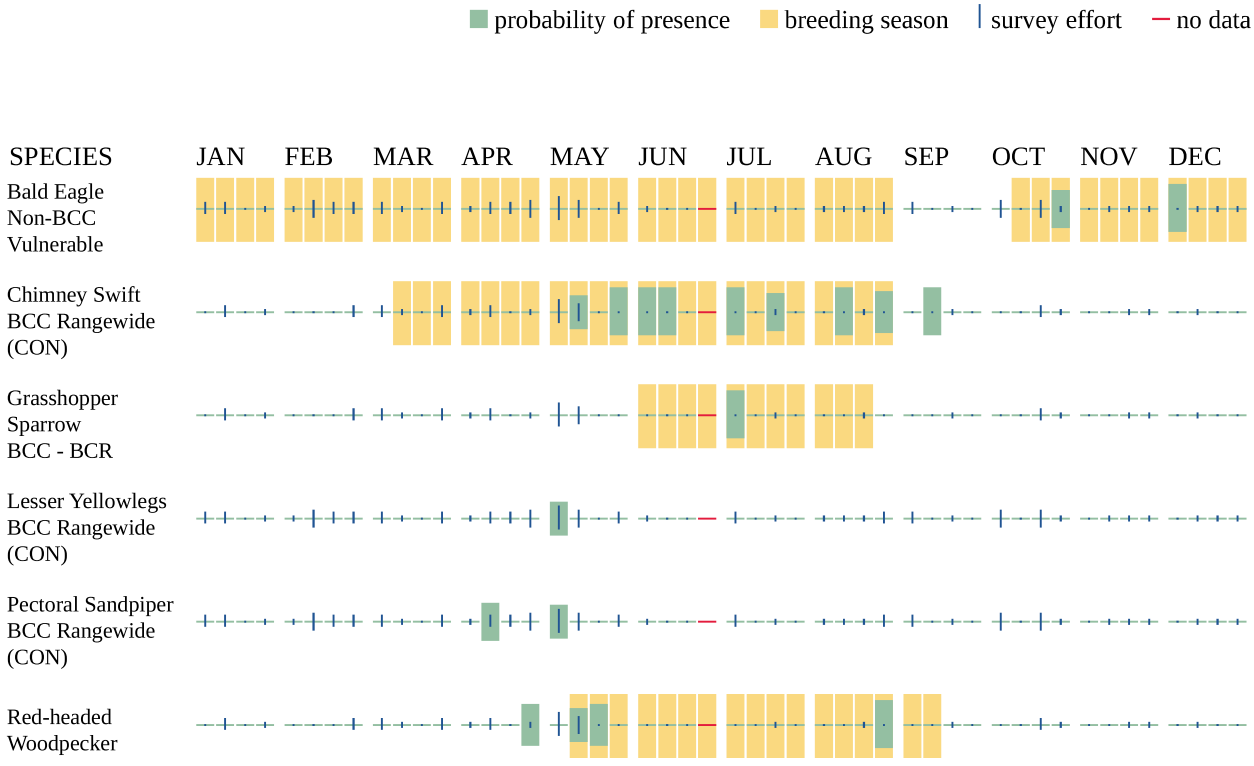
Probability of Presence (■)

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.



BCC Rangewide (CON)

Wood Thrush
BCC Rangewide (CON)

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

- R2UBH

IPAC USER CONTACT INFORMATION

Agency: HNTB Corporation
Name: Joseph Gassensmith
Address: 111 Monument Circle
City: Indianapolis
State: IN
Zip: 46204
Email jgassensmith@hntb.com
Phone: 3176364682

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

United States Department of the Interior

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

In Reply Refer To: 06/04/2025 17:38:38 UTC
Project code: 2024-0123730
Project Name: Des. No. 2200672, US 52 Over Sugar Creek Bridge Project

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'Des. No. 2200672, US 52 Over Sugar Creek Bridge Project' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Des. No. 2200672, US 52 Over Sugar Creek Bridge Project (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

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

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

Determinations:

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

Species	**Listing Status**	**Determination**
Indiana Bat (*Myotis sodalis*)	Endangered	NLAA

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

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

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

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Snuffbox Mussel *Epioblasma triquetra* Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. No. 2200672, US 52 Over Sugar Creek Bridge Project

DESCRIPTION

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a bridge replacement project involving the structure carrying US 52 over Sugar Creek (INDOT Structure No. 052-30-00521 C), in Hancock County, Indiana. More specifically, this project is located in Section 29, Township 15 North, Range 6 East, in Sugar Creek Township, Indiana.

Project activities include replacing the existing structure, replacing the approach slabs and terminal joints, guardrail improvements at both approaches, and installing scour protection. Additionally, this project will raise the vertical profile of US 52 at the bridge to remove the sag curve which will require subsequent roadside ditch improvements. The culvert, CLV-84796 will be replaced and tied into new curb inlets on the roadway being constructed as a part of the project. New permanent lighting will be installed for this project, and temporary lighting may be used during construction. There is suitable summer habitat within and adjacent to the project area. Approximately, 1.5 acres of trees will be cleared as a part of this project. Dominant tree species include American Sycamore (Plantanus occidentalis), Green Ash (Fraxinus pennsylvanica), Black Walnut (Juglans nigra), and Cottonwood (Populus deltoides). Project activities are not likely to increase noise level above existing background noise.

A query of the USFWS Bat Database by Greenfield District staff conducted on August 19, 2024, did not identify any documented sites within 0.5 mile of the project area. The April 15, 2025, HNTB field inspection did not detect any signs of bats. The project is anticipated to begin construction in Fall 2026.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.71919745,-85.88131103160079,14z

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

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

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Indiana bat?

   Automatically answered
   Yes

3. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

   No

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

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

   No

5. Is your project located within a karst area?

   No

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

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

   Yes

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

   Yes

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

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

   Yes

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

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

   No

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

    Yes

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

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

    No

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

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

    No

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

    Yes

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

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

    No

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

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

    Yes

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

    Yes

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

    Yes

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

    Yes

19. When installing new/additional permanent lighting, can downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting) be used?

    Yes

20. Will your project include percussive activities?

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

    Yes

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

    Yes

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

    Yes

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

    Yes

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *02 DQC 2_USFWSBridgeInspectionForm_US 52 over Sugar Creek.pdf https://ipac.ecosphere.fws.gov/project/MCMDSMBN75HOZM6DJ6KYUWWJ4U/projectDocuments/161289814*

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

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

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

    Yes

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

    Yes

28. Does the culvert equal or exceed 23 feet (7.0 meters) in length?

    Yes

29. Are the interior dimensions of the culvert less than 4 ft in diameter/height?

    Yes

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

    No

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

    No

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

    No

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

    No

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

    No

35. Does the Action Area intersect the species list area of the Indiana bat?

    Automatically answered
    Yes

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

    Automatically answered
    No

PROJECT QUESTIONNAIRE

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

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

   1.5

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

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

0

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

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

   0

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

   0

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

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

   0

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

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

   0

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

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

   0

8. Please enter the date of the bridge assessment.

   4/15/2025

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

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

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

LAMM2
When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. http://www.escolighting.com/PDFfiles/BUG_rating.pdf

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

TRTAMM2
Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits

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

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

This key was last updated in IPaC on May 30, 2025. Keys are subject to periodic revision.

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

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

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Delaney Weston
Address: 32 S Broadway
City: Greenfield
State: IN
Zip: 46140
Email dweston@indot.in.gov
Phone: 3174673901

LEAD AGENCY CONTACT INFORMATION

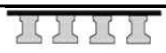
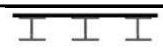
Lead Agency: Federal Highway Administration

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
04/15/2025, 12:00PM	2200672	US 52	Hancock
Federal Structure ID INDOT Structure No. 052-30-00521 C, NBI: 019240	**Structure Coordinates** (latitude and longitude) 39.71947, -85.88258	**Structure Height** (approximate)	**Structure Length** 138.50 ft.

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	[X] None	[X] Concrete
[X] 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)

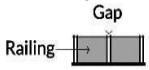
[ ] Bare ground	[X] Open vegetation
[X] Rip-rap	[ ] Closed vegetation
[X] Flowing water	[ ] Railroad
[ ] Standing water	[ ] Road/trail - Type:
[ ] Seasonal water	[ ] Other:

Surrounding Habitat (check all that apply)

[ ] Agricultural	[ ] Grassland
[ ] Commercial	[ ] Ranching
[X] Residential-urban	[X] 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)
[X] 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
[X] Concrete surfaces (open roosting on concrete)	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Spaces between concrete end walls and the bridge deck	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] 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	[X] 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
[X] Weep holes, scupper drains, and inlets/pipes	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[ ] All guiderails	[X] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] All expansion joints	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species

Name: Joseph M. Gassensmith

Signature: Joseph M Gassensmith

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
04/15/2025, 12:00PM	2200672	US 52	Hancock
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
CLV-84796	39.71947, -85.88258	12"	54.5'

Structure Type (check one)

Bridge Construction Style

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

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

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

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 (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Joseph M. Gassensmith

Signature: Joseph M Gassensmith

The HNTB Companies
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MEMORANDUM

To: Indiana Department of Natural Resources &
US Fish & Wildlife Service

From: HNTB Indiana, Inc.
Angela Pearl, PE

Date: Wednesday, January 22, 2025

Subject: Mussel Mitigation Measures
US 52 over Sugar Creek
Contract B-44621

This memo serves as documentation for the planned Mussel Mitigation Measures to minimize impacts to a potential mussel habitat during construction of the bridge replacement project on US 52 over Sugar Creek, located 6.12 miles west of SR 9 in Hancock County. Per the Indiana Department of Natural Resources, mussel habitat is more likely to be present, if present at all, to the north of the project within Sugar Creek.

Key Measures:

1. The causeway will span the entirety of the OHWM a maximum of 40 feet to the north and south of the centerline of US 52. The causeway will include pipes to allow Sugar Creek to flow through at a minimum of 50% OHWM capacity.

2. Primary construction access will be confined to the south side of the bridge.

3. If mussels are observed during construction, work shall stop and INDOT PE/PS shall contact the INDOT District Environmental Manager immediately.

Mackenzie Knotts

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, February 12, 2025 2:34 PM
To: Mackenzie Knotts; bfisher@dnr.in.gov; dmcghghy@indot.in.gov
Cc: Christine Meador; Angela Pearl; Jennifer Bohlander
Subject: Re: [EXTERNAL] Des 2200672 US 52 over Sugar Creek Bridge Project Mussel Mitigation Memo

Dear Mackenzie,

Thanks for the additional information. We will accept the 40 feet from centerline on the north side but ask that the causeway width strictly adhere to that distance. Sometimes dumping rock for causeway construction is not a precise operation. If during construction of the causeway there is any opportunity to reduce that distance on the northside, we would welcome that. Our understanding is that all construction access will be from the southwest side of the structure. Please be sure the causeway is carefully removed once construction is completed to minimize substrate disturbance and downstream movement of sediment.

The third item on the mussel mitigation memo may be difficult to implement unless you have someone knowledgeable about mussels and actively searching the impact area prior to dumping the rock. According to Brant Fisher, there are numerous shells in the area that in and of themselves would not require a stop in work. Most live mussels will be somewhat buried and hard to detect.

The most important minimization measures include reducing the causeway footprint as much as practicable, reducing the time the causeway is in the water, avoiding any heavy equipment in the stream, and reducing impacts to the substrate as the causeway is removed.

The following are standard best management practices we recommend for stream work, particularly when causeways are proposed:

1. To minimize impacts to mussels, minimize the construction footprint to the extent possible and implement standard sediment and erosion control measures.
2. Locate the causeway primarily outside of any cobble/gravel substrate areas, which is the most suitable habitat for many mussel species.
3. Install culverts/pipes within the causeway to allow continued flow of water through the area to prevent pooling and stagnation.
4. The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events to prevent upstream flooding. If a heavy rain event causes movement of the causeway stone, do not attempt to retrieve; this could further disturb the river substrate.
5. Use clean fill material and remove immediately once project is completed, taking care to not disturb surrounding substrate.
6. Minimize the width and length of the causeway to reduce the impact footprint.

7. If separate causeways are proposed, install one at a time and remove prior to construction of the next causeway to reduce flow restrictions in the channel.

8. The causeway structure should be removed as soon as possible to minimize disruption.

9. Inform contractors of any special provisions that they must implement.

10. Implement pollution prevention and control measures during construction to reduce the potential for hazardous spills and avoid construction material and debris entering the river. This includes the placement of refueling staging areas, fuel storage, and hazardous materials away from the river. If hydro-demolition is required, some sort of tarp or collection system should be in place to prevent debris from falling into the river.

11. All equipment to be used in the river should be inspected using accepted protocols and determined free of zebra mussel adults and veligers (the final larval stage of certain mollusks).

Robin McWilliams Munson
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403
Robin_McWilliams@fws.gov
***NEW* 812-902-1752**

Mon-Tues 8:30-4:30p
Wed-Thurs 8:30-4:30p Telework

From: Mackenzie Knotts <mknotts@HNTB.com>
Sent: Wednesday, January 29, 2025 4:11 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>; bfisher@dnr.in.gov <bfisher@dnr.in.gov>
Cc: Christine Meador <CMeador@HNTB.com>; Angela Pearl <apearl@HNTB.com>; Jennifer Bohlander <jbohlander@HNTB.com>
Subject: RE: [EXTERNAL] Des 2200672 US 52 over Sugar Creek Bridge Project Mussel Mitigation Memo

Hey Robin,

I talked with design and 40 feet from the centerline for the causeway is the minimum amount they're able to do. The contractor needs to be able to traverse back and forth on both sides of the bridge, and the 25 feet barely gets the causeway past the existing bridge. I included the approximate mark ups of where 40 feet and 25 feet land with respect to the bridge for reference.

From: Miriam Shoaff-Rolles
To: Joseph Gassensmith; Gary Pool
Cc: Ann M. Sheidler
Subject: RE: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination
Date: Tuesday, September 17, 2024 3:00:15 PM
Attachments: image002.png
2200672 US 52 over Sugar Creek ECL.pdf
Importance: High

Joseph, Thank you for your email.
Please make sure you are contacting Gary Pool our Highway Engineer on all DES No Projects.

Thank you,
Miriam

Miriam D Rolles, Administrator
Hancock County Government
Commissioner's, Highway, Parks & Recreation,
RDC, Realtor, and Special Projects.
Phone: 317-477-1111 x 2028
Web: www.hancockin.gov
Email: Miriam.Rolles@hancockin.gov
921 W Osage Street, Greenfield, IN 46140

From: Joseph Gassensmith <jgassensmith@HNTB.com>
Sent: Tuesday, September 17, 2024 2:37 PM
To: Joseph Gassensmith <jgassensmith@HNTB.com>
Cc: Angela Pearl <apearl@HNTB.com>; Mackenzie Knotts <mknotts@HNTB.com>; dmcghghy@indot.in.gov; Christine Meador <CMeador@HNTB.com>
Subject: Des. No. 2200672 - US 52 Over Sugar Creek Bridge Project, Early Coordination

Early Coordination Letter
Des. No. 2200672
US 52 over Sugar Creek
Bridge Project
Hancock County, Indiana

To whom it may concern,

Categorical Exclusion

Appendix D: Section 106 of NHPA

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

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

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

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

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

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

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

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

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

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

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

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

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

12. Removal and disposal of hazardous waste.

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

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

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

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

Part 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: 12/3/2024 **Amended Submission Date*:** 6/9/2025

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

Submitted By (Provide Name and Firm/Organization):

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

Project Designation Number: 2200672

Route Number: United States Highway (US) 52

Feature crossed (if applicable): Sugar Creek

City/Township: Town of New Palestine/Sugar Creek Township **County:** Hancock County

Project Description: The US 52 Bridge Project is located 6.12 miles west of SR 9 in New Palestine within Sugar Creek Township in Hancock County, Indiana. The need for this project is due to the deterioration of the existing structure. The purpose of this project is to address the deteriorating condition of the existing structure and to provide a structurally sufficient bridge that will convey traffic on US 52 over Sugar Creek.

The existing bridge (052-30-00521C; NBI No. 19240) consists of a two-span, reinforced concrete arch. The bridge is 138.5 feet long with a 30-degree skew. The bridge was built in circa 1926 and reconstructed in 1985. The bridge was surveyed as part of the *Indiana Historic Bridge Inventory*, which identified the bridge as ineligible for listing in the NRHP.

The proposed scope of work would include replacing the existing bridge, replacing the approach slabs & terminal joints, improving the guardrail at both approaches, providing wildlife crossing accommodations, raising the vertical profile to improve the sag curve at bridge, and improving roadside ditches. A raised sidewalk along the bridge and bridge approach slabs as well as curb and gutter along the approach roadway will be added. Hot mix asphalt (HMA) overlay will be used for pavement replacement.

Additionally, two to three lights will be installed on the north side of the new bridge. Lights will be installed on concrete bump-outs connected to the north face of the bridge deck (see below image where the light blue line is located). Lights will be similar in appearance to the existing lights located along the north side of US 52 in New Palestine.

The existing bridge will be replaced with a new two-span, prestressed concrete or structural steel bridge up to 215 feet in length.

The anticipated Maintenance of Traffic (MOT) method would utilize a full road closure with a signed detour.

Approximately 2.5 acres of permanent right-of-way (ROW) and 1 acre of temporary ROW will be acquired.

There are two IHSSI rated resources adjacent to the project area – House (IHSSI No. 059-002-41011, "Notable") and House (IHSSI No. 059-002-40047, "Notable").

No activities associated with the project will be occurring on the parcel associated with House (IHSSI No. 059-002-41011, "Notable") or House (IHSSI No. 059-002-40047, "Notable"). No ROW will be acquired from the aforementioned parcels and no ditch regrading will be occurring adjacent to the parcels.

Guardrail replacement will also end before both aforementioned parcels.

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

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type: The existing structure (052-30-00521C; NBI No. 019240) consists of a two-span, reinforced concrete arch bridge. The bridge carries US 52 over Sugar Creek.

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 #_____532_____

Will there be right-of-way acquisition as part of this project?
☒ Yes ☐ No

If yes was checked above, please check all that apply:
☒ Permanent ☒ Temporary ☐ Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way: Approximately 2.5 acres of permanent ROW and 1 acre of temporary ROW will be acquired.

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-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

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

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

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

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

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

Condition B (Above-Ground Resources)

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

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

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

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

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

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

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

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

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial 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):

Curran, Michael J.

2025 A Phase Ia Archaeological Survey for the Replacement of a Bridge that Carries US 52 over Sugar Creek in Hancock County, Indiana (INDOT Des. No. 2200672). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

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

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

Additional Comments:

Above-ground Resources

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

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for Hancock County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Hancock County Interim Report* (1983; Sugar Creek Township, New Palestine Multiple Resource Area) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up to date IHSSI information. No IHSSI documented resources rated higher than "Contributing" are located immediately adjacent to the Category B-10 and B-12 bridge replacement activities. There are two (2) IHSSI documented resources rated higher than "Contributing" located immediately adjacent to the Category A-4 HMA overlay portion of the project area only:

- IHSSI# 059-002-41011, House, 129 E. Main St., Bungalow, c. 1920, rated "Notable."
- IHSSI# 059-002-40047, House, U.S. 52, Bungalow, c. 1937, rated "Notable."

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.

It should be noted that this review focuses only on the Category B-12 bridge replacement activities associated with the project's scope of work. The remaining portion is limited to Categories A-4 HMA overlay and A-6 guardrail replacement work which will not impact any listed or eligible resources.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view imagery, and the Hancock County GIS website. The project area is located along US 52, locally known as E. Main St. The subject structure is located in a rural area, surrounded by thick lines of trees on both the north and south waterlines. Due to the arboraceous setting, only structures that are immediately adjacent to the bridge were reviewed for the purposes of this Section 106 review. The immediately adjacent building stock consists primarily of mid-twentieth century residential structures. None of these structures appear to possess either the age or integrity and/or significance necessary to be considered National Register-eligible.

The most recent inspection report (A. Moyano; 12/10/2024) was accessed via INDOT's Indiana Total Assets Management System (iTAMS). The subject structure (INDOT Bridge # 052-30-00521 C; NBI No. 019240) carries US 52 over Sugar Creek and is a two (2) span, concrete arch bridge. The bridge was built in 1926 and reconstructed in 1985. The Indiana Historic Bridge Inventory (M & H Architecture, Inc., 2009) lists the bridge as "Non-Historic" (Vol. 2; Section 2, pg. 532); therefore, the bridge is not eligible for inclusion in the National Register of Historic Places.

July 2025 Update

In July, the project consultant notified INDOT-CRO of changes to the project scope of work that were not originally assessed in the April 2025 determination. This work includes the installation of new lighting on the north section of the bridge deck. Right-of-way acquisition remains unchanged since the previous determination and consists of 2.5 acres of permanent ROW and 1 acre of temporary ROW.

The changes put forth in the amended submittal do not affect the results of the previous above-ground review. **Therefore, based on the available information, no above-ground concerns exist so long as the project scope remains unchanged.**

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia archaeological reconnaissance submitted by Cultural Resources Analysts, Inc. on behalf of HNTB (Curran 2025).

A 5.6-acre survey area was examined through a combination of systematic shovel probing (n=41), bucket auguring (n=2), and visual inspection of disturbed areas. The area encompassing US 52 has been previously disturbed from the construction of the highway, existing bridge with associated drainage, embankments, residential infrastructure, landscaping, paved driveways, and buried utilities. Shovel test probes were placed on the north and south sides of US 52 in open, grassy areas and manicured lawns in 15 m intervals. Bucket augers were placed in alluvial soils; one on the north side of US 52 and the other on the south side. No archaeological sites were documented as a result of the survey and no further investigation is recommended (Curran 2025).

Therefore, there are no archaeological concerns as long as the project scope and footprint do not change.

June 2025 Amendment: INDOT-CRO was notified of project scope updates consisting of the addition of two to three lights that will be installed on the north side of the new bridge. Lights will be installed on concrete bump-outs connected to the north face of the bridge deck. Because these construction activities will occur within the existing ROW in previously disturbed soils, there are no additional archaeological concerns.

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 Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Taylor Payne and KayLee Blum

INDOT Approval Date: 4/22/2025

Amendment Approval Date (if applicable): 7/16/2025

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

Categorical Exclusion

Appendix E: Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: October 2, 2024

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

From: Joseph Gassensmith
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN
Jgassensmith@hntb.com

Re: RED FLAG INVESTIGATION
Des. #2200672, State Project
Bridge Project
US 52 over Sugar Creek, 6.12 Miles West of State Road (SR) 9
Hancock County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a bridge project along US 52 over Sugar creek in Hancock County, Indiana. The project activities include replacing the existing structure, replacing the approach slabs and terminal joints, guardrail improvements at both approaches, installing scour protection, and completing required roadside ditch improvements. Additionally, this project will raise the vertical profile of US 52 at the bridge to remove the sag curve.

Bridge Work Included in Project: Yes ☒ No ☐ Structure #(s) INDOT 052-30-00521 C
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 1, New Permanent ☒ # Acres 2.5, Not Applicable ☐
Type and proposed depth of excavation:

a. Bridge Replacement: 30 feet at abutments, 10 feet at pier
b. Scour Protection: 4 feet
c. Roadside ditching improvements: 3 feet
d. Guardrail work: 5 feet
e. Approach slab and terminal joint replacements: 2 feet

Maintenance of traffic (MOT): Total Closure and Detour of US 52 Over Sugar Creek

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐
State Project: ☒ LPA: ☐
Any other factors influencing recommendation: 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	**2**
Airports[1]	**N/A**	Pipelines	**N/A**
Cemeteries	**N/A**	Railroads	**1**
Hospitals	**N/A**	Trails	**N/A**
Schools	**2**	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, unmapped, is located within the 0.5 mile search radius. New Palestine United Church is located 0.23 mile northwest of the project area. No impact is expected.

Schools: Two (2) schools are located within the 0.5 mile search radius. The nearest school, New Palestine High School, is located 0.23 mile west of the project area. Due to MOT, which is anticipated to be a full road closure with detour, coordination with New Palestine High School will occur.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, New Palestine High School, is located 0.23 mile west of the project area. No impact is expected.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The railroad segment, CSX RR, is located 0.1 mile north 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	**21**
Canal Structures – Historic	**N/A**	Lakes	**7**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**11**
IDEM 303d Listed Streams and Lakes (Impaired)	**2**	Cave Entrance Density	**N/A**
Rivers and Streams	**11**	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 ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

Explanation:

IDEM 303d Listed Streams and Lakes: Two (2) 303d Listed Stream segments are located within the 0.5 mile search radius. Sugar Creek is located within the project area. Sugar Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

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

NWI-Wetlands: Twenty-one (21) NWI-wetland polygons are located within the 0.5 mile search radius. One (1) wetland is located adjacent to 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 will occur.

Lake: Seven (7) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located 0.02 mile north of the project area. No impact is expected.

Floodplain DFIRM: Eleven (11) floodplain polygons are located within the 0.5 mile search radius. The project area is located within three of the floodplain polygons. Coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office 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	**1**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation:

Petroleum Wells: One (1) petroleum well is located within the 0.5 mile search radius. The petroleum well is adjacent to the north of the project area. Coordination with Indiana Department of Natural Resources (IDNR) Oil and Gas Division will occur.

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**	Open Dump Waste Sites	**N/A**
RCRA Generator/ TSD	**1**	Restricted Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Waste Transfer Stations	**1**
State Cleanup Sites	**N/A**	Tire Waste Sites	**N/A**
Septage Waste Sites	**N/A**	Landfill Boundaries	**N/A**
Underground Storage Tank (UST) Sites	**1**	Confined Feeding Operations (CFO)	**N/A**

Voluntary Remediation Program	**N/A**	Brownfields	**1**
Construction Demolition Waste	**N/A**	Notice of Contamination Sites	**N/A**
Solid Waste Landfill	**N/A**	Institutional Controls	**N/A**
Infectious/Medical Waste Sites	**N/A**	NPDES Facilities	**7**
Leaking Underground Storage (LUST) Sites	**2**	NPDES Pipe Locations	**1**
Manufactured Gas Plant Sites	**N/A**		

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

Explanation:

RCRA Generator/TSD: One (1) RCRA Generator/TSD site is located within the 0.5 mile search radius. The facility, S&S Auto Parts, AI ID# 30538, 54 W Main Street, is incorrectly mapped 0.09 mile northwest of the project area, but it is actually located 0.57 mile northwest of the project area. No impact is expected.

Underground Storage Tank (UST) Sites: One (1) UST site is located within the 0.5 mile search radius. The site, New Palestine Town Hall, AI ID# 34196, 15 E Larrabee Street, is located 0.25 mile west of the project area. According to the Underground Storage Tank Section Closure Report, one (1) 1,000 gallon gasoline tank was removed on August 6, 1993. Soil samples were taken and there was no evidence of soil contamination. No impact is expected.

Leaking Underground Storage Tanks (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. The nearest facility, Mattingly Shell, AI ID# 31699, 46 East Main Street, is located 0.08 mile northwest of the project area, and was formerly the site of a gas station. According to the No Further Action (NFA) Determination issued by IDEM on June 7, 2004, contamination from petroleum hydrocarbons (TPH) remains on-site. According to the Further Site Investigation - Additional Monitoring Well Installation report 2022, the onsite plume appears stable and confined to the site. No impact is expected.

Waste Transfer Stations: One (1) waste transfer station is located within the 0.5 mile search radius. The site, GWA Inc., d.b.a. Armstrong and Son Hauling Transfer Station, AI ID# 36359, 4015 W US 52, is located 0.10 mile southeast of the project area. According to the July 26, 2011, IDEM Correspondence, GWA Inc. d.b.a. Armstrong and Son Hauling Transfer Station was ordered to cease operations. No impact is expected.

Brownfields: One (1) brownfield site is located within the 0.5 mile search radius. The site, Mattingly Shell, AI ID# 31699, 46 East Main Street, is located 0.08 mile northwest of the project area. IDEM issued a No Further Action (NFA) Determination Pursuant to Risk-based Closure Guide on August 22, 2024. Soil and groundwater contamination remain on the site. According to the NFA, an Environmental Restrictive Covenant (ERC) will be placed on the property. The ERC will specifically prohibit groundwater use and any drilling or excavating of soil in the Excavation Worker Restriction Area without first submitting a soil management plan for approval by the Department. No impact is expected.

NPDES Facilities: Seven (7) NPDES facilities are located within the 0.5 mile search radius. The nearest facility, Storenow New Palestine, permit number: INRA03547, 4693 South CR 400 West, is located 0.16 mile east of the project area. The permit was issued on May 15, 2019 and expired on May 14, 2024. No impact is expected.

NPDES Pipe Locations: One (1) NPDES Pipe Location is located within the 0.5 mile search radius. The facility, New Palestine WWTP, Permit # INRA0042358001A, is located 0.46 mile south of the project area. The permit is currently in effect. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hancock 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 www.in.gov/dnr/nature-preserves/files/np_hancock.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a primarily residential area surrounded by residential housing to the west and forested land to the east. The December 20, 2022, inspection report for Bridge #052-30-00521 C states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

INFRASTRUCTURE:

Schools: New Palestine High School is located 0.23 mile west of the project area. Due to MOT, which is anticipated to be a full road closure with detour, coordination with New Palestine High School will occur.

WATER RESOURCES:

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

- One (1) wetland is located adjacent to the project area.
- The project area is located within three floodplain polygons (coordination only).
- One (1) stream segment, Sugar Creek, flows through the project area.

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

MINING/MINERAL EXPLORATION:

Petroleum Wells: One (1) petroleum well is located adjacent to the north of the project area. Coordination with Indiana Department of Natural Resources (IDNR) Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION:

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

Prepared by: _____(Signature)
Joseph Gassensmith
Environmental Planner; HNTB

QA/QC Completed by: _____ (Signature)
Mackenzie Knotts
Environmental Planner; HNTB

INDOT ESD concurrence: Shelby O'Neal Digitally signed by Shelby O'Neal Date: 2024.10.02 13:13:53 -04'00' _____ (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.

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Des. No. 2200672, Bridge Project
Hancock County, Indiana

0 0.25 0.5 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)

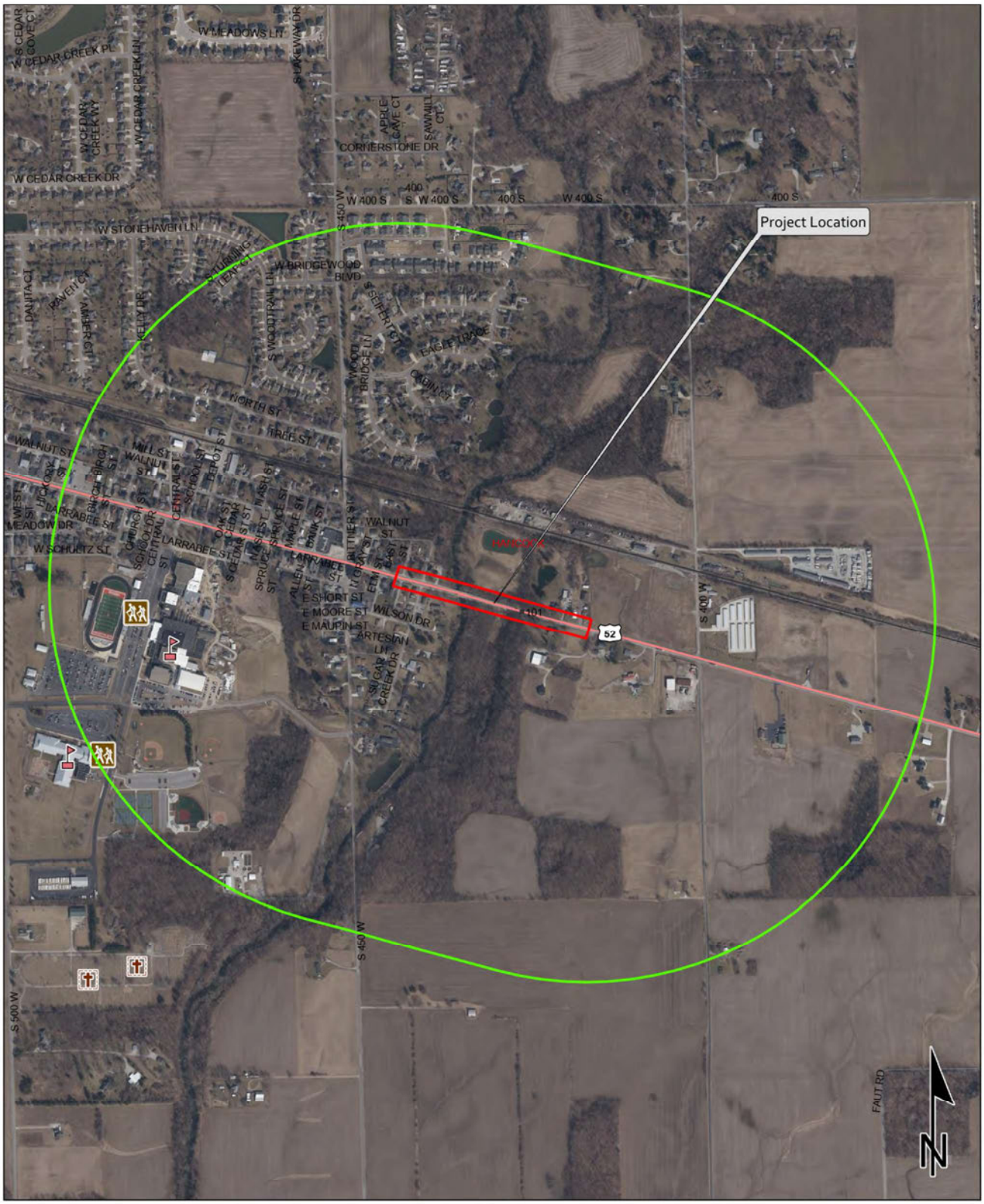
Map Projection: UTM Zone 16N

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.

GREENFIELD, CUMBERLAND, FOUNTAINTOWN, ACTON QUADRANGLES INDIANA 7.5 MINUTE SERIES (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Des. No. 2200672, Bridge Project
Hancock County, Indiana



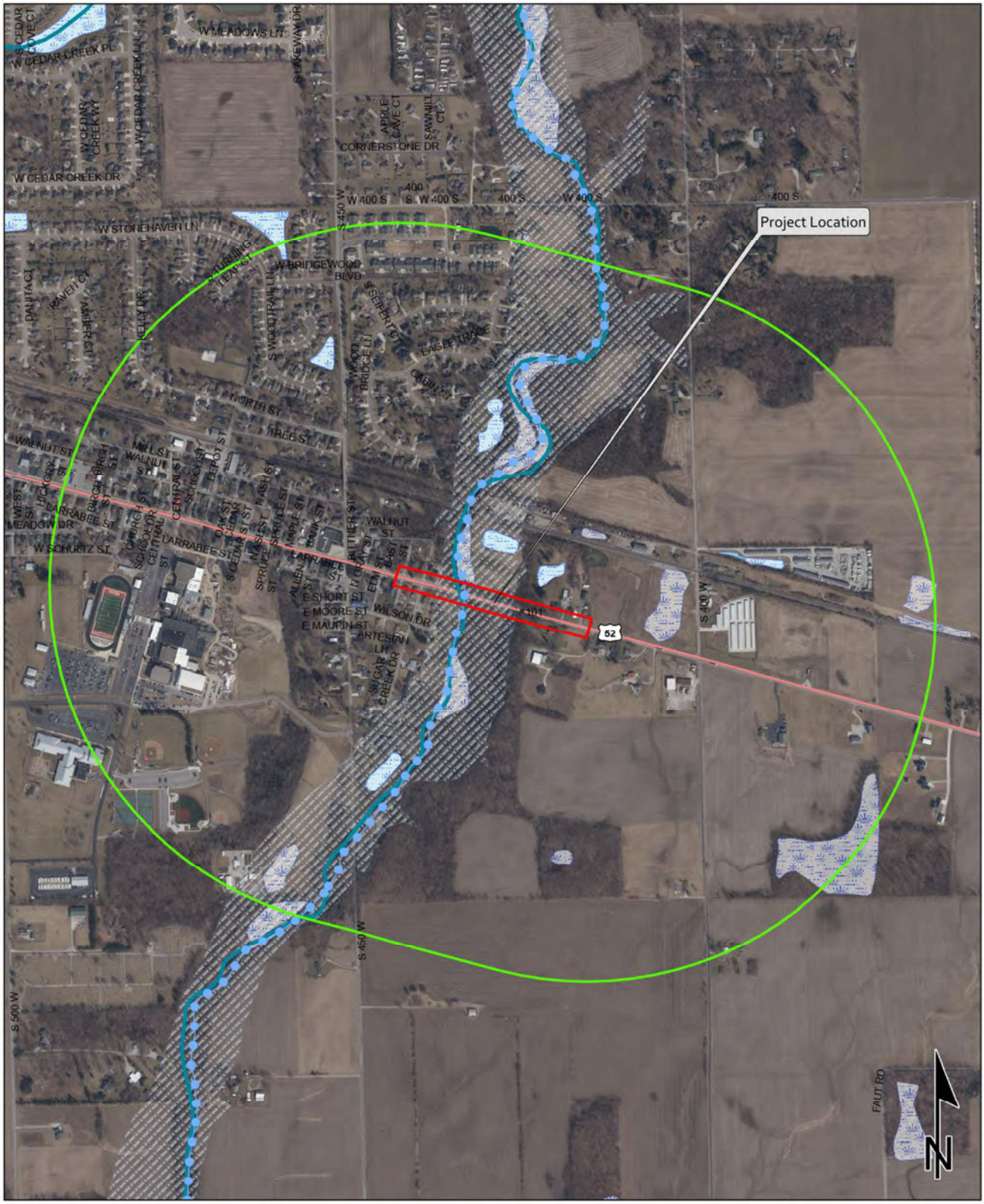
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

0 0.07 0.15 0.3 Miles

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
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Des. No. 2200672, Bridge Project
Hancock County, Indiana



0 0.07 0.15 0.3 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 - Mining/Mineral Exploration
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Des. No. 2200672, Bridge Project
Hancock County, Indiana

0.15 0.07 0 0.15 Miles

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

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

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Des. No. 2200672, Bridge Project
Hancock 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 0.07 0.15 0.3 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

Categorical Exclusion

Appendix F: Waters Report

Waters of the U.S. Report

US 52 Over Sugar Creek, Bridge Replacement Project
Des. No. 2200672
INDOT Bridge Number 052-30-00521 C
Hancock County, Indiana
Date of Report: November 18, 2024

Approved 11.22.24

Report Excerpt

Prepared by: HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
Joseph Gassensmith, jgassensmith@hntb.com, 317-917-5328

1. PROJECT INFORMATION

Date of Field Reconnaissance: September 02, 2024

Attachments were removed for brevity

1.1 Location

The project is located along US 52 approximately 6.12 miles West of State Road (SR) 9 in Hancock County, Indiana.

- Section 29, Township 15 North, Range 6 East, Sugar Creek Township
- Acton Quadrangles Indiana, 7.5 Minute United State Geological Survey (USGS) Quadrangle
- 39.7195042, -85.8827123, North American Datum (NAD) 1983
- 12-digit Hydrologic Unit Code (HUC) 051202040404 – Wilson Ditch, Sugar Creek, 051202040405 – Boyd Ditch, Sugar Creek

1.2 Project Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a bridge replacement project along US 52 over Sugar Creek in Hancock County, Indiana. The project activities include replacing the existing structure, replacing the approach slabs and terminal joints, guardrail improvements at both approaches, and install scour protection. Additionally, this project will raise the vertical profile of US 52 at the bridge to remove the sag curve and the required subsequent roadside ditch improvements. The investigation area includes a sufficient area to complete the project including work on the bridge and roadway and for construction access.

2. Desktop Reconnaissance

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

research. Areas that exhibit a water signature or indication of water resources or wetlands during the desktop review were investigated in the field.

2.1 Soil Associations and Series Types

According to the Soil Survey Geographic (SSURGO) Database for Hancock County, Indiana, the following mapped soils series within the US 52 over Sugar Creek bridge replacement project investigated area (Attachment Pages 4-5).

Table 1: Soil Classifications

Map Unit Symbol	Map Unit Name	Symbol	Percent Hydric	Hydric Soil Category
CrA	Crosby silt Loam, New Castle Till Plain, 0 to 2 percent slopes	CrA	5%	Predominantly Non-hydric
Ge	Genesee silt loam, 0 to 2 percent slopes, frequently flooded, very brief duration	Ge	2%	Predominantly Non-hydric
MmB2	Miami silt loam, 2 to 6 percent slopes, eroded	MmB2	6%	Predominantly Non-hydric
MmC2	Miami silt loam, 6 to 12 percent slopes, eroded	MmC2	5%	Predominantly Non-hydric
MmD2	Miami silt loam, 12 to 18 percent slopes, eroded	MmD2	0%	Non-hydric
OcA	Ockley silt loam, 0 to 2 percent slopes	OcA	0%	Non-hydric

2.2 National Wetlands Inventory

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html), one wetland polygon is mapped within the investigated area. This polygon represents the channel of Sugar Creek and is classified as a riverine, lower perennial, unconsolidated bottom, permanently flooded system (R2UBH).

2.3 Hydrology

One (1) StreamStats flowline is mapped within the investigated area, visible on the aerial photography, which represents Sugar Creek. According to the USGS StreamStats (https://streamstats.usgs.gov/ss/), the drainage area is approximately 93.749 square miles to the northeast of the investigated area (Attachment Page 9).

According to the Indiana Floodplain Information Portal, the project is within a 100-year floodplain or regulatory floodway (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e). The investigated area is within the 100-year floodplain and regulatory floodway of Sugar Creek and has a base floodplain elevation of 785.61 feet (NAVD88).

2.4 National Hydrography Dataset (NHD) Flowlines

Three (3) flowlines from the 3D Hydrography Program (3DHP) provided by USGS are mapped within the investigated area. The flowline segments are classified as unclassified drainage (local resolution) flowline toward Sugar Creek which represents RSD 2, an artificial path (local resolution) flowline in Sugar Creek, and a flowline (high resolution) in Sugar Creek, (Attachment Page 11).

3. Field Reconnaissance

HNTB Indiana staff performed a field review of the investigated area on September 02, 2024. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigation area encompassed the area required for construction access and completion of the bridge replacement project work. HNTB staff photographed select features and areas of interest throughout the investigated area. A photo location map and selected photographs are included (Attachment Pages 13-35).

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Midwest Region* (US Army Corps of Engineers, 2010). Identification indicator status of plant species utilized the 2020 Midwest Region National Wetland Plant List (NWPL). Field GIS data was collected using an Eos Arrow GNSS GPS with sub-meter accuracy.

The September 02, 2024, field reconnaissance for US 52 over Sugar Creek bridge replacement project identified zero wetlands and one (1) stream, Sugar Creek. Additionally, three (3), likely non-jurisdictional, roadside ditches were identified within the project area.

3.1 Streams

The delineation resulted in the identification of one (1) likely jurisdictional stream: Sugar Creek, a perennial channel. Details on this stream summarized below.

Sugar Creek

Sugar Creek is a perennial stream that originates north of US 52, flowing southward through farmlands toward US 52 and passing below INDOT Bridge No. 052-30-00521 C. A total of 200 linear feet of this stream was delineated within the investigated area. During the field investigation, riffles and pools were observed downstream the US 52 crossing of Sugar Creek. The stream banks were primarily vegetated with reed canary grass (*Phalaris arundinacea*), american sycamore (*Plantanus occidentalis,* FACW), green ash (*Fraxinus pennsylvanica,* FACW), black walnut (*Juglans nigra,* FACU), and stinging nettle (*Urtica dioica*, FACW). Sugar Creek is mapped on attachment page 3.

Sugar Creek is noted on the Greenfield, Cumberland, Fountaintown, and Acton USGS 7.5-Minute Topographic Maps (Attachment Page 2). Sugar creek is also noted on the National Hydrography layer as a high-resolution classified flowline. According to the USGS StreamStats (https://streamstats.usgs.gov/ss/), the drainage area is 93.749 square miles to the northeast of the investigated area (Attachment Page 9).

The ordinary high-water mark (OHWM) of Sugar Creek measures 30 feet wide by 2 feet deep, and is contained entirely within the western arch of the two span bridge. The eastern arch of the two span bridge conveys an overflow channel and serves as a wildlife crossing. The banks, particularly on the south side of US 52, are eroded and steep. The OHWM was measured in the field using a measuring tape, outside the influence of the US 52 bridge crossing. The substrate of Sugar Creek consists of boulder, cobble, and gravel. Based on a qualitative assessment, this stream is excellent quality due to the boulder, cobble, and gravel substrate, instream cover including undercut banks, overhanging vegetation, pools, and aquatic plants, well developed channel morphology and floodplain, and high quality riffle/pool/run complexes. According to the classification codes developed by Cowardian et al. (1979), this stream feature is classified as riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH). This likely jurisdictional feature has connectivity to the Wabash River, a Traditionally Navigable Waterway (TNW).

TABLE 2: STREAM AND WATERWAY SUMMARY TABLE

Stream Name	Photos	Latitude / Longitude	OHWM	Upstream Drainage Area	Quality	Substrate	Regime	USGS Blue Line?	Riffles / Pools	Waters of U.S.	Length linear feet (LF) / Acreage
Sugar Creek	15-22, 30-33, 35, 40, 47-49	39.719334, -85.882645	30 feet wide x 2 feet deep	93.749 square miles	Excellent	Boulder, Cobble, Gravel	Perennial	Yes	Yes	Yes	200 LF, 0.13 acre

3.2 WETLANDS

The field investigation resulted in the identification of zero likely jurisdictional wetlands. Two (2) data points were taken. Both data points are upland (UPL) data points, consistent with a forested floodplain. Data points are mapped on attachment page 3 and data sheets are included as attachments page 36-43.

Wetland ID	Type	Acreage	Quality	Photo IDs	Associated structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland?	Notes
N/A	N/A	N/A	N/A	N/A	N/A	N/A	DP1	39.719642, -85.882537	*Platanus occidentalis, Juglans nigra, Acer negundo, Eupatorium perfoliatum, Elymus riparius, Urtica dioica*	N/A	D5	No	This data point is located in a floodplain.
N/A	N/A	N/A	N/A	N/A	N/A	N/A	DP2	39.71922, -85.882232	*Acer negundo, Fraxinus pennsylvanica, Populus deltoids, Ulmus americana, Phalaris arundinacea*	N/A	D5	No	This data point is located in an overflow channel. This is an area with sunlight, dominated by grass - outside of the right-of-way to dominant stream (main channel of Sugar Creek).

4. OTHER FEATURES

4.1 ROADSIDE DRAINAGE FEATURES

All quadrants of the project were examined for roadside ditches. Two (2) roadside ditches, RSD 1-2, were observed within the investigated area. These features are mapped in attachment page 3 and photographed on attachment pages 26-28, 30, and 32.

RSD 1

RSD 1 begins at the northeastern end of investigated area at the outlet of a driveway pipe, draining west to Sugar Creek. At the eastern end of the investigated area, RSD 1 receives drainage from residential and agricultural areas located within and around the investigated area. RSD 1 is identified by an unclassified drainage flowline on attachment page 9. The majority of RSD 1 flows through a heavily wooded area at the toe of the roadway embankment and flows east toward the east bank of Sugar Creek along the north side of US 52. RSD 1 has an inconsistent, poorly defined flow path. RSD 1 was contained within the right-of-way and only received stormwater runoff from the road and surrounding areas. A total of 268 feet of RSD 1 was delineated between the perceived beginning of the ditch and the outlet to Sugar Creek. RSD 1 is mapped in attachment page 3.

RSD 2

RSD 2 begins at the southeastern end of investigated area, draining west to Sugar Creek. At the eastern end of the investigated area, RSD 2 receives drainage from residential and agricultural areas located within the investigated area. The majority of RSD 2 flows through a heavily wooded area at the toe of the roadway embankment and flows east toward the east bank of Sugar Creek along the south side of US 52. There is very high fill slope along the south side of US 52. RSD 2 is flat near its confluence with Sugar Creek and has poor characteristics of a roadside drainage feature. RSD 2 has an inconsistent, poorly defined flow path. RSD 2 was contained within the right-of-way and only received stormwater runoff from the road and surrounding areas. A total of 680 feet of RSD 2 was delineated between the perceived beginning of the ditch and the outlet to Sugar Creek. RSD 2 is mapped in attachment page 3.

The following table summarizes the roadside ditches identified during field reconnaissance within the investigated area. As illustrated in the ground level photographs included as Attachment pages 12-33, RSD's 1-2 do not display a consistent OHWM characteristics or hydrophytic vegetation indicating wetland conditions were observed within the investigated area.

TABLE 3: ROADSIDE DRAINAGE FEATURE SUMMARY TABLE

Roadside Ditch	Photos	Latitude / Longitude	Length (linear feet)
RSD 1	42, 45, 46, 53, 54	39.7194553, -85.8821405	268 linear feet
RSD 2	39, 55, 56, 62, 64	39.7192301, -85.8820105	680 linear feet

4.4 Open Waters

Site investigations did not identify any open water features within the investigated area.

4.5 Wildlife Evidence and Concerns

There are two (2) wildlife crossings that exist at this location beneath the western span of the bridge. There is one (1) large wildlife crossing beneath the eastern span of the bridge that serves as the primary and dominant wildlife crossing at this location. Evidence of deer and racoons were seen in the September 02, 2024, field reconnaissance. An inspection of the US 52 bridge crossing did not identify the use of the bridge by bats or migratory birds.

5. Conclusion

The September 02, 2024, field reconnaissance for the US 52 over Sugar Creek bridge replacement project identified one likely jurisdictional feature within the identified survey area, Sugar Creek (200 feet, 0.13 acre), and two likely non-jurisdictional features, RSD 1 (268 feet) and RSD 2 (680 feet). Sugar Creek is likely a water of the U.S. with hydrologic connectivity to the Wabash River, a TNW.

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

The following structure within the investigated area was examined on September 02, 2024, for the presence of bats and birds and was found to show no signs of occupation:

- INDOT Structure No. 052-030-00521 C, "long-two span reinforced concrete double arch bridge for the conveyance of Sugar Creek under US 52."

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

Joseph Gassensmith
Environmental Planner

PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Section Project Manager	Project Management Field Data Collection Report Preparation
Landon Little, PWS	Planner III	Report Preparation
Mackenzie Knotts	Planner III	Field Data Collection Mapping and Report Preparation
Joseph Gassensmith	Planner I	Field Data Collection Mapping and Report Preparation

Investigated Area
INDOT Culvert Small
OHWM Point
Upland Data Point
Perennial

0 125 250 Feet

Delineated Features Map

US 52 over Sugar Creek, 6.12 Miles West of SR 9
Bridge Replacement Project
Hancock County, Indiana

Des. No. 2200672

1 inch = 125 ft

HNTB

Graphics created by HNTB Corporation (2024)


85° 53' 6" W
85° 52' 42" W
39° 43' 15" N
39° 43' 3" N
595570
595630
595690
595750
595810
595870
595930
595990
596050
596110
4397350
4397290
4397230
4397170
4397110
4397050
MmB2
MmD2
MmC2
OcA
Ge
52
MmC2
MmD2
MmB2
CrA
Wilson St
Highland Ave
Soil Map may not be valid at this scale.
Map Scale: 1:2,540 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0 35 70 140 210
Feet
0 100 200 400 600
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

Table—Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CrA	Crosby silt loam, New Castle Till Plain, 0 to 2 percent slopes	5	0.0	0.4%
Ge	Genesee silt loam, 0 to 2 percent slopes, frequently flooded, very brief duration	2	1.5	27.1%
MmB2	Miami silt loam, 2 to 6 percent slopes, eroded	6	2.3	40.9%
MmC2	Miami silt loam, 6 to 12 percent slopes, eroded	5	0.7	12.1%
MmD2	Miami silt loam, 12 to 18 percent slopes, eroded	0	0.9	16.6%
OcA	Ockley silt loam, 0 to 2 percent slopes	0	0.2	2.8%
Totals for Area of Interest			**5.6**	**100.0%**

Rating Options—Hydric Rating by Map Unit

Aggregation Method: Percent Present

Component Percent Cutoff: None Specified

Tie-break Rule: Lower

Author: jgassensmith, Date Exported: 9/19/2024 2:31 PM, File: N:\175578 US 52 Sugar Creek\02 Discipline\Environmental\GIS\WR_US52_Sugar Creek\WR_US52_Sugar Creek.aprx

NWI Mapped Wetlands
- Freshwater Emergent
- Freshwater Forested/Shrub
- Freshwater Pond
- Lake
- Riverine
- Other

Investigated Area

0 125 250 Feet

National Wetlands Inventory Map

US 52 over Sugar Creek, 6.12 Miles West of SR 9
Bridge Replacement Project
Hancock County, Indiana

Des. No. 2200672

1 inch = 250 ft

HNTB

Graphics created by HNTB Corporation (2024)

StreamStats Report

Region ID: IN
Workspace ID: IN20241115160848095000
Clicked Point (Latitude, Longitude): 39.71953, -85.88268
Time: 2024-11-15 11:09:21 -0500

Collapse All

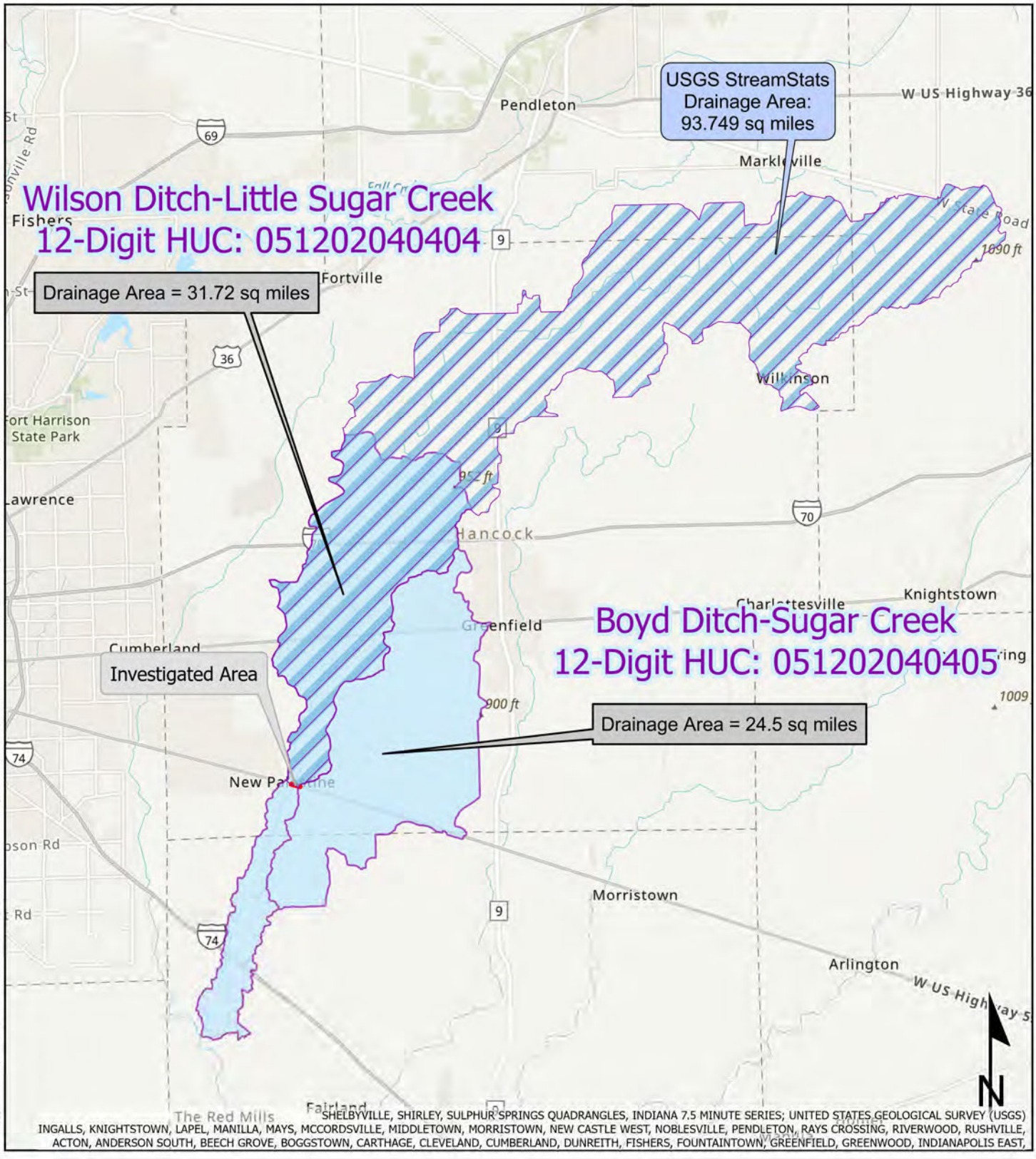
Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	93.749	square miles
K2INDNR	Average hydraulic conductivity (ft/d) for the full depth of unconsolidated deposits from InDNR well database.	25	ft per day
LC01FOREST	Percentage of forest from NLCD 2001 classes 41-43	5.2	percent
LOWREG	Low Flow Region Number	1729	dimensionless
QSSPERMTHK	Index of the permeability of surficial Quaternary sediments computed as in SIR 2014-5177	503.1	dimensionless
T2INDNR	Average transmissivity (ft2/d) for the full depth of unconsolidated deposits from InDNR well database.	2572	square feet per day

General Flow Statistics

General Flow Statistics Parameters [Harmonic Mean Central Region 2016 5102]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	93.749	square miles	2.99	828
K2INDNR	Avg_Hydraulic_Conductivity_Full_Depth	25	ft per day	6.36	45.9
QSSPERMTHK	Permeability_Index	503.1	dimensionless	43.8	5400
LOWREG	Low Flow Region Number	1729	dimensionless		



Investigated Area
Watershed
USGS StreamStats Drainage Area

0 20,000 Feet

Watershed Map

US 52 over Sugar Creek, 6.12 Miles West of SR 9
Bridge Replacement Project
Hancock County, Indiana

Des. No. 2200672

1 inch = 20,000 ft

HNTB

Graphics created by HNTB Corporation (2024)

DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)

Point of Interest

Base Flood Elevation Point

POI

1.0

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Not Mapped

Long: **-85.8827624076299**

Lat: **39.7195136202275**

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

County: **Hancock**

Stream Name:
Sugar Creek

Approximate Ground Elevation: **792.3 feet (NAVD88)**

Base Flood Elevation: **802.2 Feet (NAVD88)**

Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **FEMA Zone AE Floodway**

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

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: **James Robinson, Town Manager**

Community Jurisdiction: **Town Of New Palestine, City proper**

Phone: **(317) 861-4727**

Email: **townmanager@townofnewpalestine.org**

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

Date Generated: 10/11/2024

Investigated Area
INDOT Culvert Small
Upland Data Point
Perennial
Roadside Drainage
Major Contours
Minor Contours

0 125 250 Feet

Project Topographic Survey Map

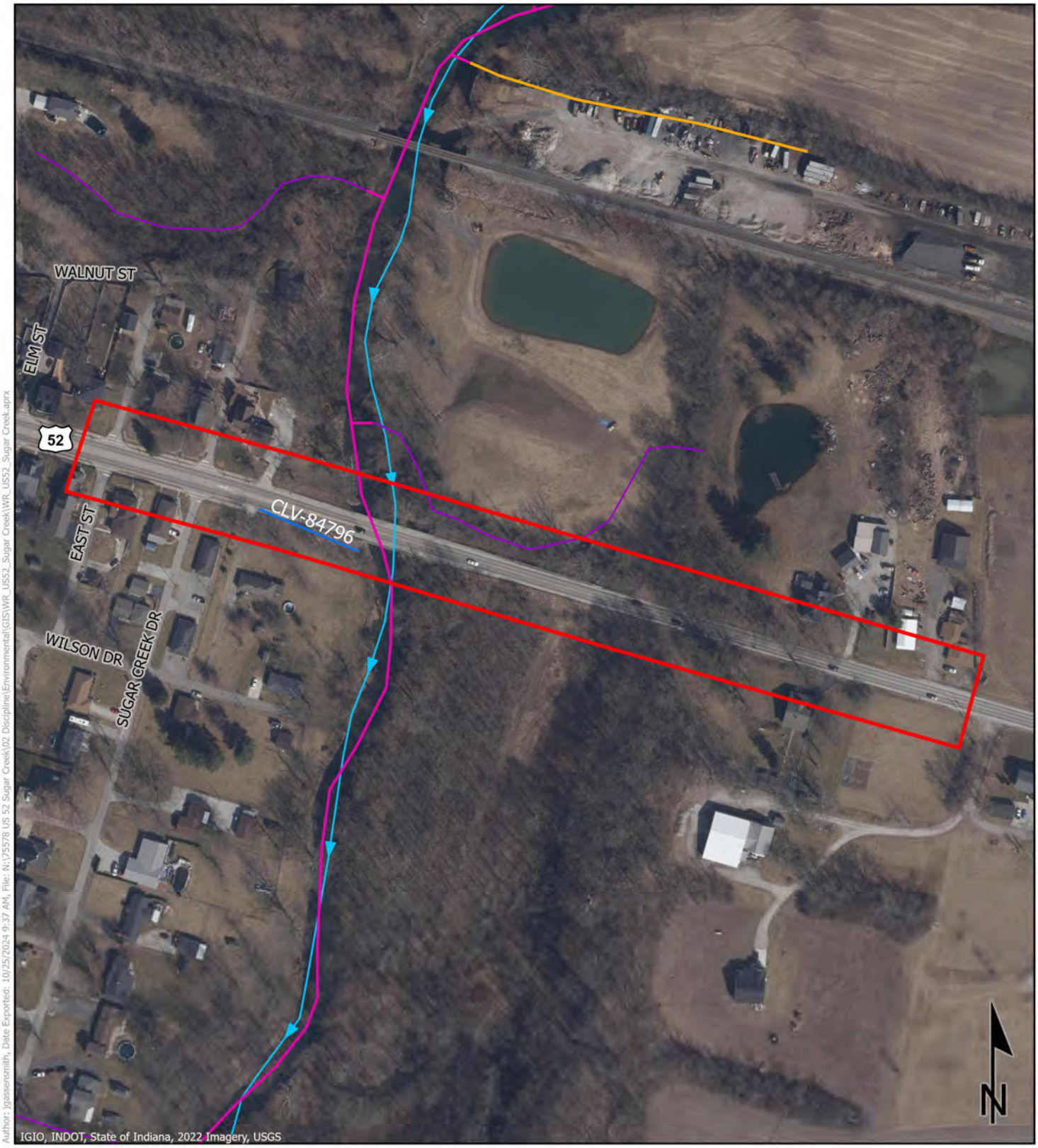
US 52 over Sugar Creek, 6.12 Miles West of SR 9
Bridge Replacement Project
Hancock County, Indiana

Des. No. 2200672

1 inch = 125 ft

HNTB

Graphics created by HNTB Corporation (2024)



Author: jgassensmith, Date Exported: 10/25/2024 9:37 AM, File: N:\175578 US 52 Sugar Creek\02 Discipline\Environmental\GIS\WR_US52_Sugar Creek\WR_US52_Sugar Creek.aprx

NHD (Local Resolution)
- Artificial Path
- Canal/Ditch
- Unclassified Drainage

NHD (High Resolution)
- Flowline

- Investigated Area
- INDOT Culvert Small

0 125 250 Feet

National Hydrography Dataset Flowlines Map

US 52 over Sugar Creek, 6.12 Miles West of SR 9
Bridge Replacement Project
Hancock County, Indiana

Des. No. 2200672

1 inch = 250 ft

HNTB

Graphics created by HNTB Corporation (2024)

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: September 18, 2024

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Joseph Gassensmith, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The project, (Des. No. 2200672), is located within the town of New Palestine, along US 52 approximately 6.12 miles west of State Road 9 in Hancock County, Indiana. The structure included in the project is INDOT bridge no. 052-30-00521 C, which conveys US 52 over Sugar Creek, which connects to the Wabash River, a traditionally navigable waterway (TNW). The project activities include replacing the existing structure, replacing the approach slabs and terminal joints, guardrail improvements at both approaches, and install scour protection. Additionally, this project will raise the vertical profile of US 52 at the bridge to remove the sag curve and the required subsequent roadside ditch improvements. The investigation area includes a sufficient area to complete the project including work on the bridge and roadway and for construction access.

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

State: Indiana County/parish/borough: Hancock City: New Palestine

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

Lat.: 39.719219 Long.: -85.882599

Universal Transverse Mercator: 9848196.761353618, -5992294.961643144

Name of nearest waterbody: Sugar 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)
Sugar Creek	39.719219	-85.882599	200 linear feet, 0.14 acre	Non-wetland	Section 404

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

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

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

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

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: Aerial, USGS Topo, StreamStats, Web Soil Survey, NWI.
- [x] 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 Hydography Layers 2014.
  - [x] USGS NHD data.
  - [x] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: Greenfield, Cumberland, Fountaintown, and Acton, 1:24,000 Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: Web Soil Service, 2022.
- [x] National wetlands inventory map(s). Cite name: NWI Mapper Online Tool.
- [ ] State/local wetland inventory map(s): ____________.
- [x] FEMA/FIRM maps: IDNR Floodplain GIS Database.
- [ ] 100-year Floodplain Elevation is: ____________.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): 2023 USDA/NCRS ORTHO.
  or [x] Other (Name & Date): September 02, 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.

____________	[signature] November 18, 2024
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.

Categorical Exclusion

Appendix G: Public Involvement

HNTB Corporation
The HNTB Companies
Infrastructure Solutions

111 Monument Circle
Suite 1200
Indianapolis, IN 46204

Telephone (317) 636-4682
Facsimile (317) 917-5211
www.hntb.com

July 22, 2024

Baldwin Street Investment Group LLC
3909 N Mohr Rd
Greenfield, IN 46140

Example Notice of Survey Letter

Re: Hancock County Tax Parcel – 30-10-29-401-019.000-013

NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey to replace the bridge on US 52 over Sugar Creek located 6.12 miles west of SR 9 in Hancock County, Greenfield District, Indiana, Des No. 2200672. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project. Environmental studies will also be completed including an evaluation of streams, wetlands, drainageways, wooded areas, and below and above ground cultural resources. Evaluation of wetlands and below ground cultural resources may require excavation of small post hole size pits which will be filled and restored.

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

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (http://www.in.gov/indot/2888.htm), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after July 22, 2024.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

Michael Conley
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
(463) 206-1577

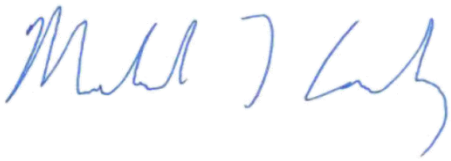
Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the INDOT Central Office; contact information is below. The INDOT Central Office can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the INDOT Central Office for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

> The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

> 1-855-INDOT4U (463-6848)
> www.INDOT4U.com

Thank you in advance for your cooperation in this matter.
Sincerely,
HNTB Corporation



Mike Conley
Land Surveying Section Manager

LocaliQ
Indiana/Kentucky
GANNETT

PO Box 630485 Cincinnati, OH 45263-0485

AFFIDAVIT OF PUBLICATION

Hntb
111 MONUMENT CIRCLE SUITE 1200
Indianapolis IN 46204

STATE OF WISCONSIN, COUNTY OF BROWN

The Indianapolis Star, a daily newspaper published in the city of Indianapolis, Marion County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

09/08/2025, 09/12/2025

and that the fees charged are legal.
Sworn to and subscribed before on 09/12/2025

Legal Clerk

Notary, State of WI, County of Brown

9-3-29

My commission expires

Publication Cost:	$80.34		
Tax Amount:	$0.00		
Payment Cost:	$80.34		
Order No:	11644016	# of Copies:	
Customer No:	565264	0	
PO #:	LSBN0365186		

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KONGMENG YANG
Notary Public
State of Wisconsin

Form Prescribed by State Board of Accounts

General Form No. 99P (Rev. 2002)

_____

(Government Unit)

To: IND Indianapolis Star

_____County, Indiana _____

	103 lines, 1.0000 columns wide which equals 103 equivalent lines at $0.39 per line @ 2 days	$80.34
Acct #: 565264		
Ad #: 11644016	Website Publication	$0.00
DATA FOR COMPUTING COST	Charge for proof(s) of publication	$0.00
Width of single column 1.53 in		
Number of insertions 2	TOTAL AMOUNT OF CLAIM	$80.34
Size of type 7 point		

Claim No. _____ Warrant No. _____

IN FAVOR OF

I have examined the within claim and hereby certify as follows:

That it is in proper form.

That it is duly authenticated as required by law.

That is is based upon statutory authority.

That it is apparently (correct)

(incorrect)

_____

_____

$_____

On Account of Appropriation For

FED ID

83-2810977

Allowed _____, 20_____

In the sum of $_____

_____

I certify that the within claim is true and correct, that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

_____

_____

LEGAL NOTICE OF PUBLIC
OPEN HOUSE

Bridge Replacement Project at US 52 over Sugar Creek in Hancock County.

The Indiana Department of Transportation (INDOT) will host a public open house on Wednesday, September 17, 2025, at the Lions Club, 5242 W. U.S. Highway 52, New Palestine, IN 46163. The open house will begin at 6 p.m. ET.

The meeting will offer all interested persons an opportunity to learn about the proposed bridge replacement project at US 52 over Sugar Creek, DES# 2200672, and to provide feedback to INDOT.

The need for this project is to address poor existing structure conditions with the current bridge. Therefore, the purpose is to improve safety by replacing the bridge on US 52 over Sugar Creek.

Proposed improvements include:

- Replace existing bridge
- Maintain wildlife crossings to reduce crashes from animal strikes
- Raise the elevation of US 52 to eliminate ponding on the bridge
- Add sidewalks to the bridge only on both sides of US 52
- Add lights to the north side of the bridge

Construction is expected to begin in Spring 2027. INDOT is seeking your input on this project. Comments can be submitted in person, through the U.S. Postal Service, or via email. Written comments may be submitted at the public information meeting and during the comment period to Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cradford@HNTB.com. INDOT respectfully requests comments be submitted by Friday, October 10, 2025.

In accordance with the Americans with Disabilities Act, INDOT will provide accommodations for persons with disabilities requiring assistance and/or accommodation, or persons of limited English proficiency (LEP) requiring accommodation related to accessibility to documents and participation at the open house venue. Should accommodations be required, please contact Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN, 46204, 317-636-4682, or cradford@HNTB.com by September 15, 2025.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1), stating: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 2) 23 CFR 450.212(a)(7) stating: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." 3) The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

HSPAXLP
September 8, 12 2025
LSBN0365186

U.S. 52 Sugar Creek Open House
September 17, 2025

Name	Address	Email
Karen Kleine	[redacted]	[redacted]
Ethan Maple	Town Council	
Ethan Lawson	State Representative	
Zach Bailey	[redacted]	
Bill Mitchum		
Doug Corey		
Wayne Steger		
Brandon Miller		
Maryssa Engstrom		
Vance Epple		
Rob Call		

We welcome your feedback!

RE: U.S. 52 over Sugar Creek Bridge Replacement Open House

TO: U.S. 52 over Sugar Creek Bridge Replacement Project Team
Attn: Chris Radford
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204

FROM: Name Zach Bailey

[redacted]

COMMENTS:

The intersection @ 450 W and U.S. 52 is currently already a dangerous intersection due to the layout of buildings on the south corners blocking visibility for North bound traffic on 450 W and East bound traffic on U.S. 52. The addition of the service road from the high school on to 450 W has added significantly more traffic South bound on 450W in the morning and 450 W North bound in the evenings. Additionally the detour being 37 miles long will lead to a lot of people ignoring it and attempt to take the shorter routes via 500W or 450 W to 300 S, 400 S, and 600 S from the west and 400 W to the East.

Additionally adding more sidewalk is good but without properly controlled crossings it will be a significant hazard to pedestrians to cross anywhere around the bridge.

We welcome your feedback!

RE: U.S. 52 over Sugar Creek Bridge Replacement Open House

TO: U.S. 52 over Sugar Creek Bridge Replacement Project Team
Attn: Chris Radford
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204

FROM: Name Maryssa Engstrom
Address _____
Phone (____) _____ *(Optional)* Email _____ *(Optional)*
Organization/Agency (if relevant) _____ *(Optional)*

COMMENTS:

Could the Environmental document please be available on the project website?
Thank you.

We welcome your feedback!

RE: U.S. 52 over Sugar Creek Bridge Replacement Open House

TO: U.S. 52 over Sugar Creek Bridge Replacement Project Team
Attn: Chris Radford
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204

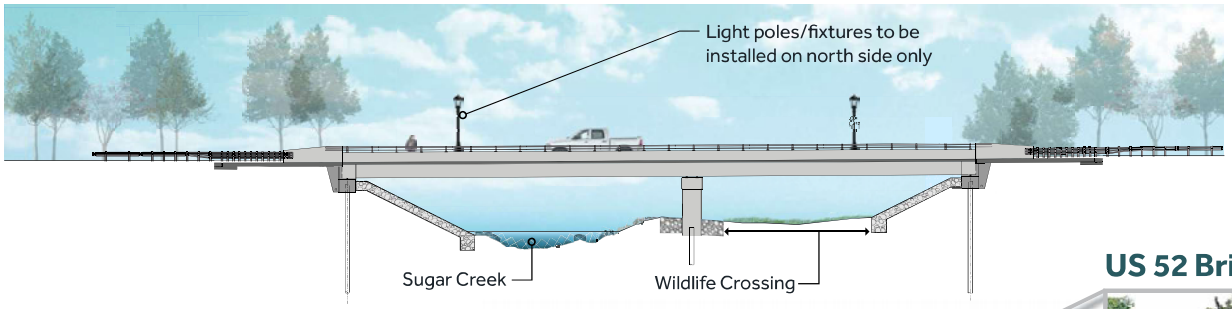
FROM: Name Brandon Miller
[redacted]
Phone (_____) _____ *(Optional)* [redacted]
Organization/Agency (if relevant) citizen *(Optional)*

COMMENTS:

Waste Management travels US 52 to a facility in Morristown. Recommend coordination with Waste Management to use to official detour so that they do not detour along Bitner (CR 450 W) Rd and damage the bridge. Another option is coordination with the town as Town Hall is adjacent to US 52/Bitner and they could stop trucks in town.

PROJECT OVERVIEW

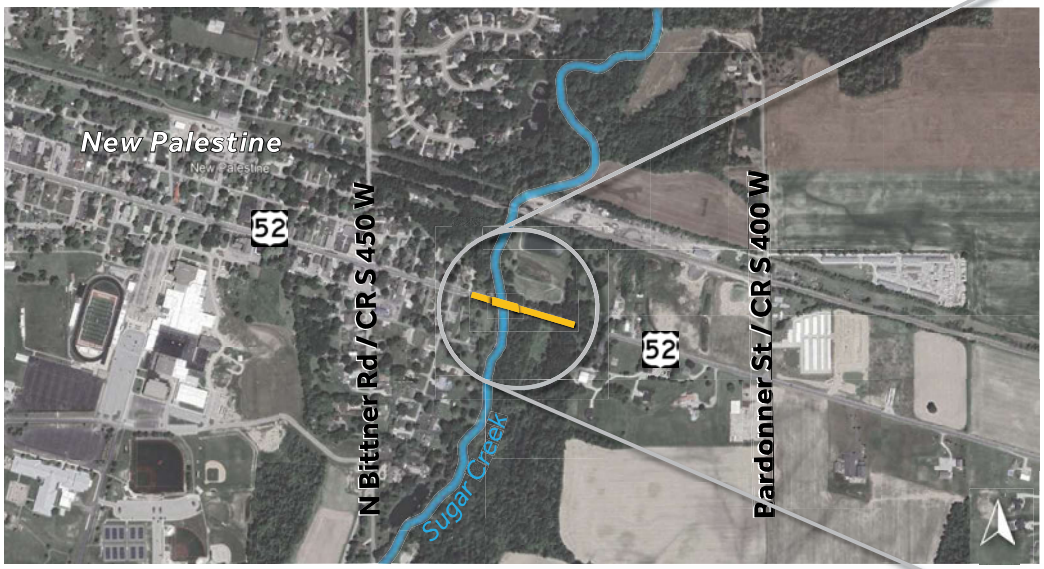
US 52 Bridge Elevation



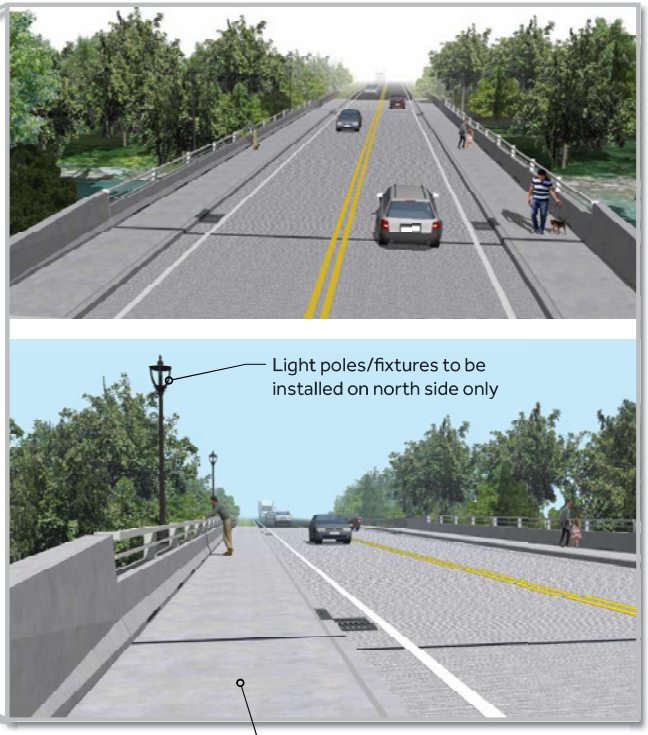
Project Information

- Replace existing bridge
- Maintain wildlife crossings to reduce crashes from animal strikes
- Raise the elevation of US 52 to eliminate ponding on the bridge
- Add sidewalks to the bridge only on both sides of US 52 to align with the Town of New Palestine's future plans for the corridor
- Add lights to the north side of the bridge as a continuation of the lighting in town

Project Area



US 52 Bridge Perspectives



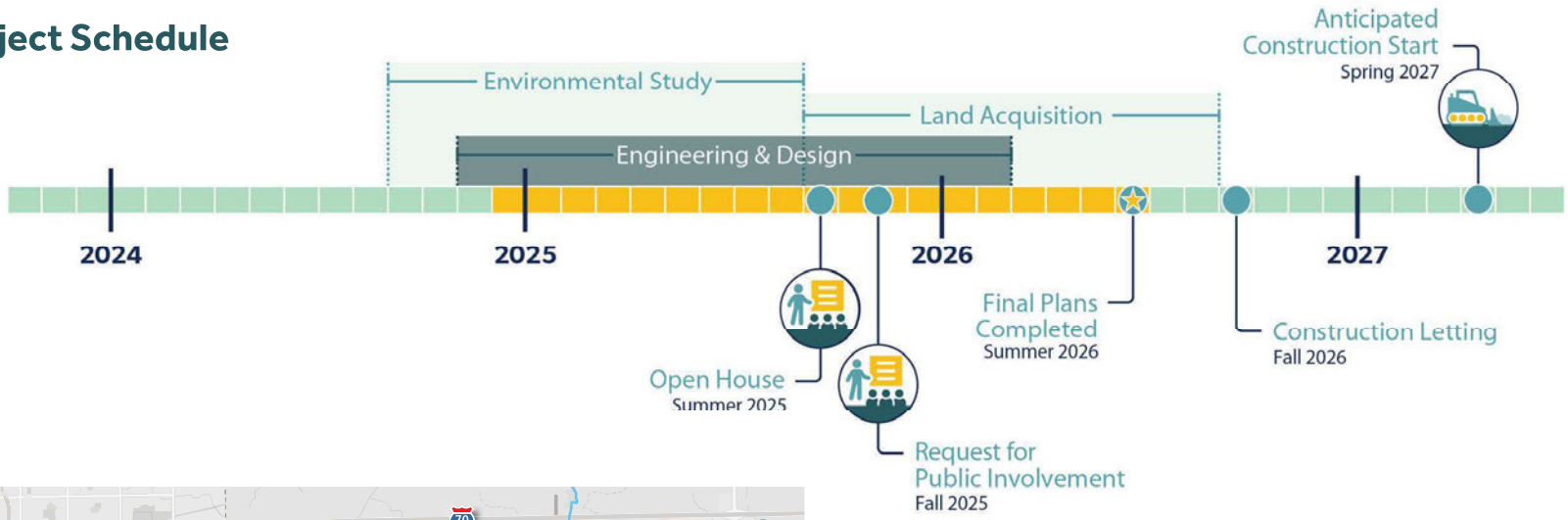
HNTB

BRIDGE REPLACEMENT OVER SUGAR CREEK

INDOT Des. No. 2200672

PROJECT CONSRUCTION

Project Schedule



FAQs

What is the purpose of this project?

The purpose of this project is to address poor existing structure conditions and improve safety by replacing the bridge on US 52 over Sugar Creek.

Will residents have access to private driveways during construction?

Access to all private drives will be maintained during construction.

When will the bridge close for construction?

US 52 will close between spring and summer 2027. A signed detour will be provided.

Will the new bridge include any new safety features?

The new bridge will include sidewalks on both sides of US 52 and lighting along the north side as a continuation of the lighting in town.

HNTB

BRIDGE REPLACEMENT OVER SUGAR CREEK

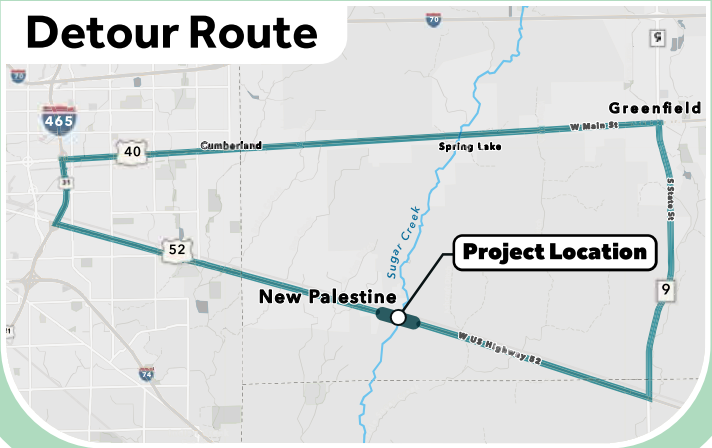
INDOT Des. No. 2200672

BRIDGE REPLACEMENT
Sugar Creek

Project Information Sheet

Replace existing bridge, maintain wildlife crossings to reduce crashes from animal strikes, raise the elevation of US 52 to eliminate ponding on the bridge, add sidewalks to the bridge only on both sides of US 52 to align with the Town of New Palestine's future plans for the corridor, and add lights to the north side of the bridge as a continuation of the lighting in town.

Detour Route



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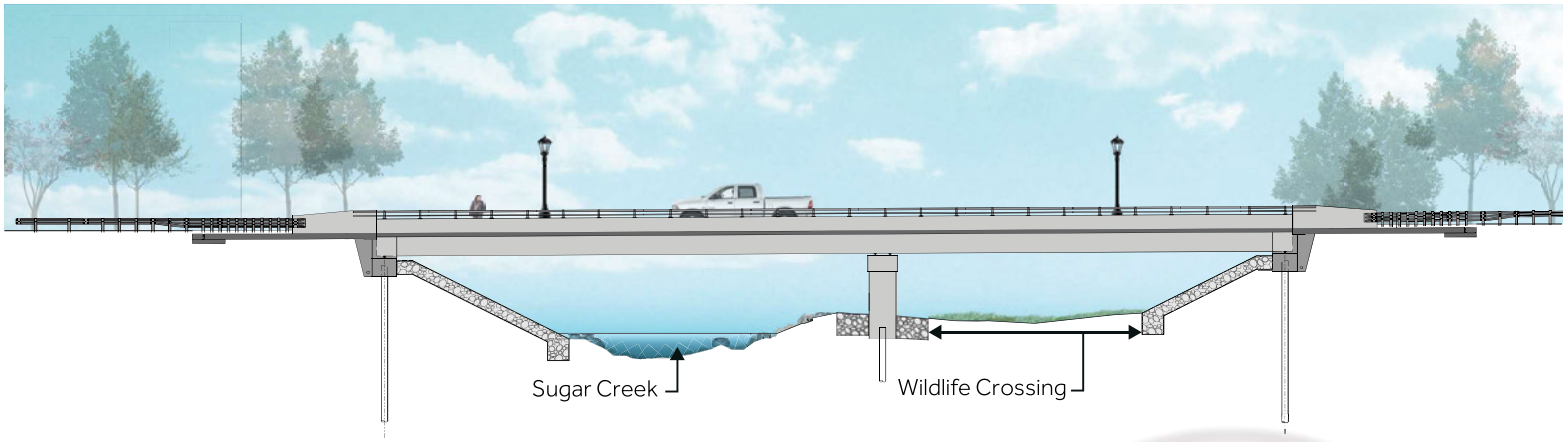
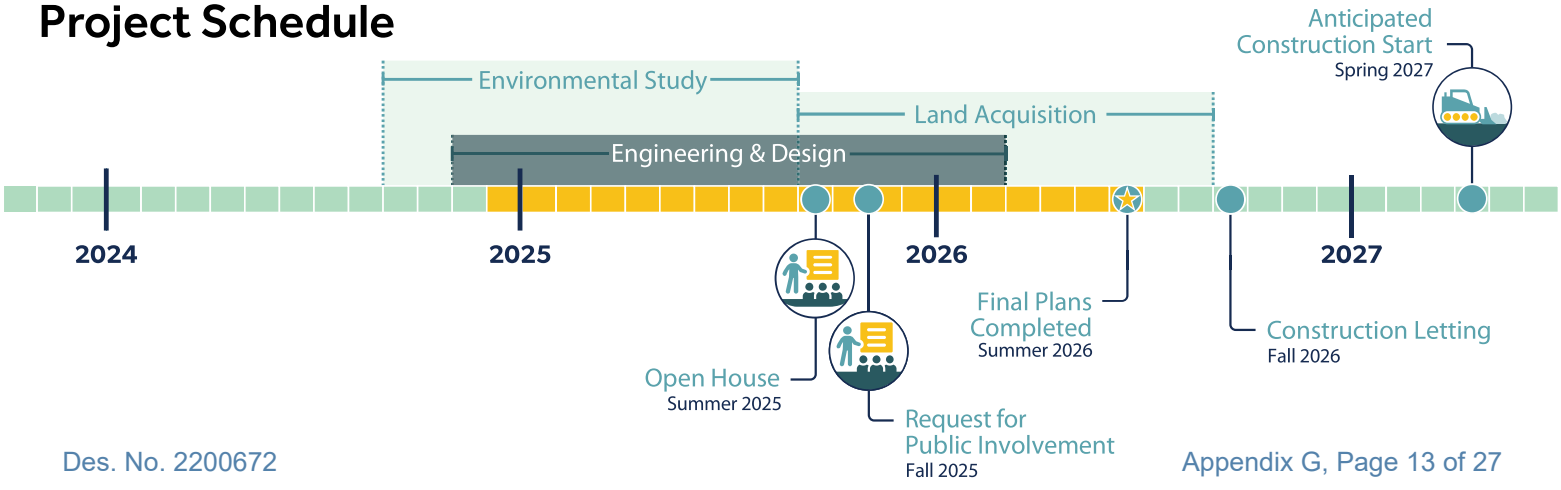
BRIDGE REPLACEMENT
Sugar Creek

US 52 Bridge Elevation



Project Area

Project Schedule



U.S. 52 over Sugar Creek Bridge Replacement Project

Public Open House

September 17, 2025

PROJECT TEAM

Don McGhghy

INDOT Project Manager

Andy Nahrwold

INDOT Construction Area Engineer

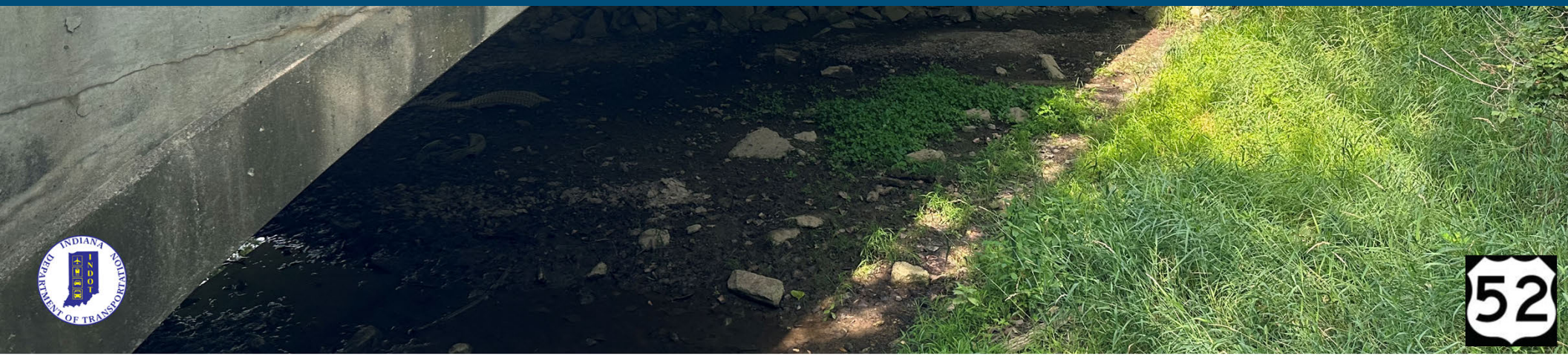
Angela Pearl

HNTB Project Manager

Doucet Creamer

HNTB Maintenance of Traffic Lead

PROJECT OVERVIEW



PROJECT PURPOSE & NEED

Purpose

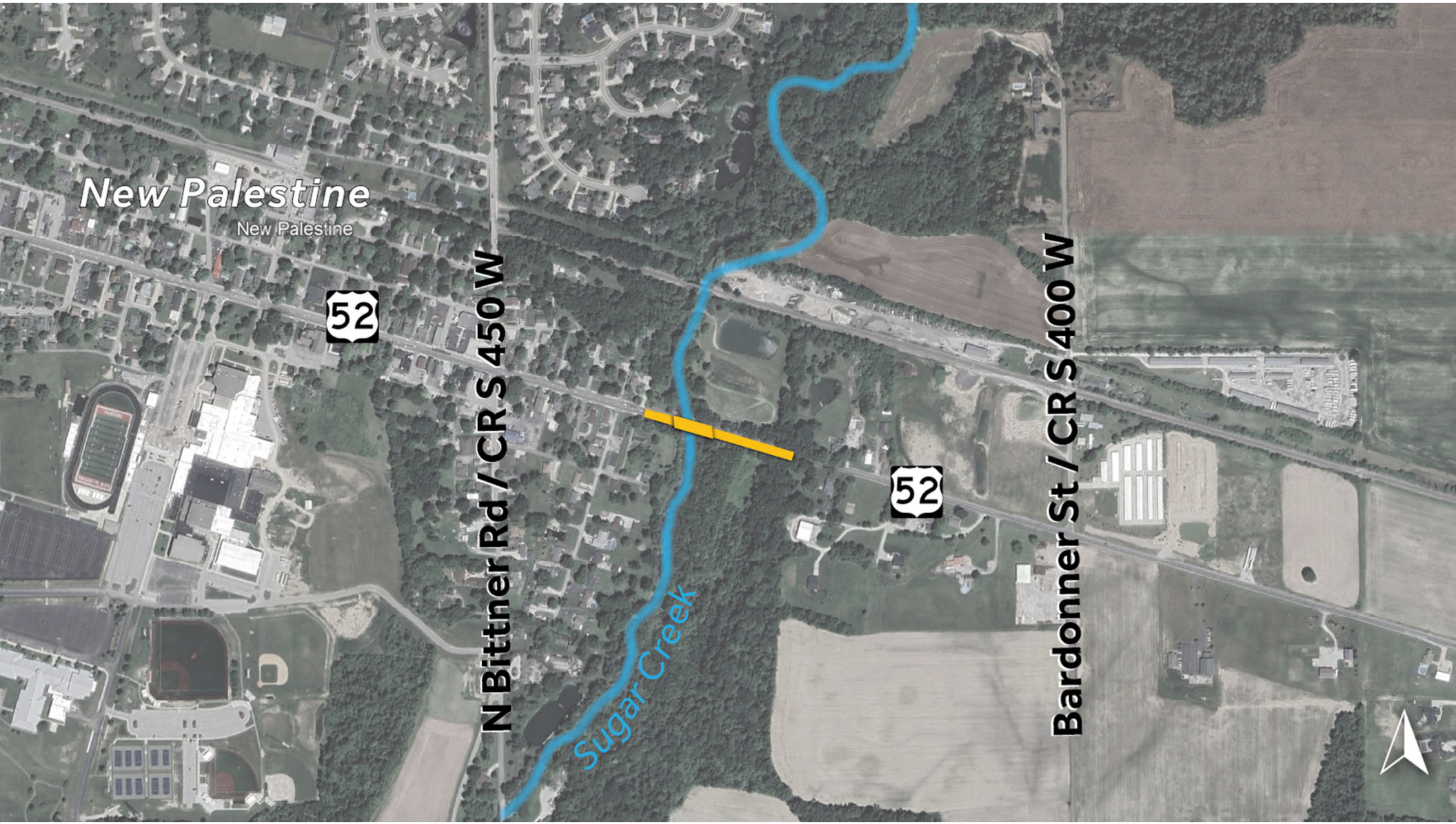
- The project's purpose is to address the deteriorating condition of the structure and to provide safe vehicular crossing over Sugar Creek as well as a structure bridge with an overall condition rating of 7 (good) or better.

Need

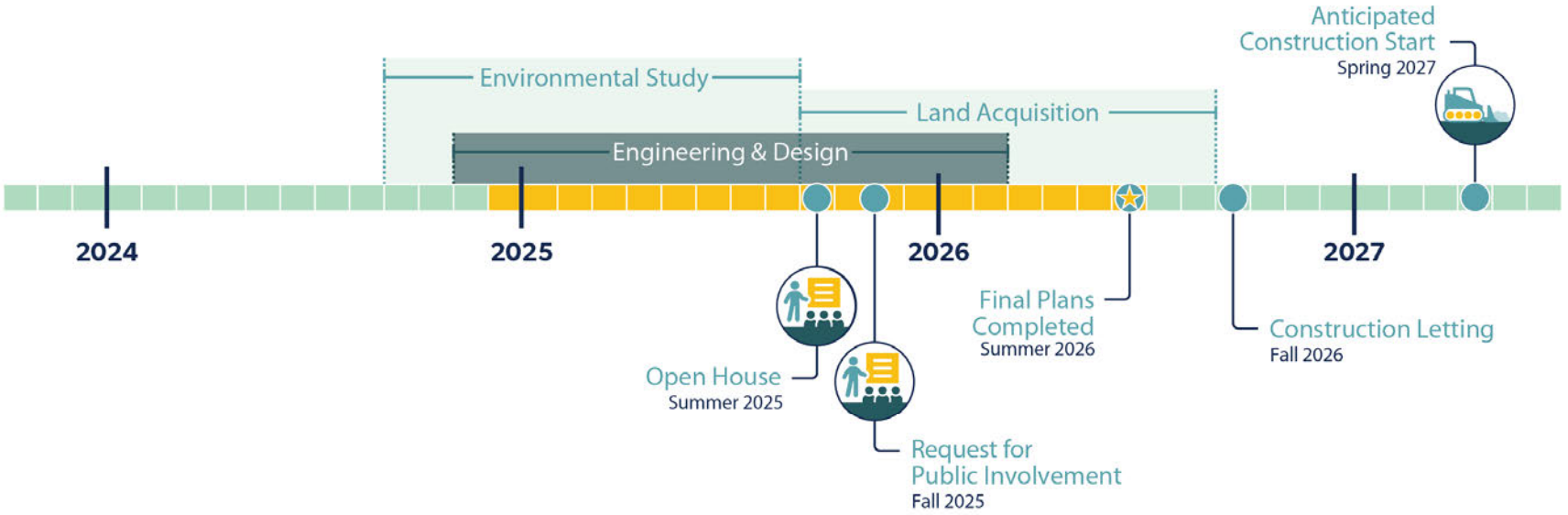
- The need for this project is due to the deterioration of the existing structure.

Transportation Management Plan (TMP)

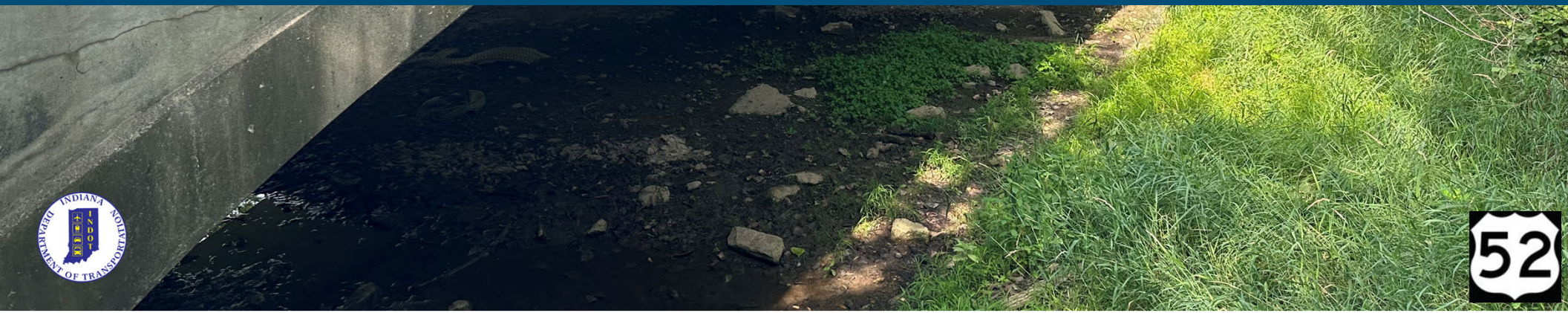
- Accommodate traffic during road work, minimizing adverse impacts and maximizing safety and mobility.


New Palestine
New Palestine
52
N Bittner Rd / CR S 450 W
Sugar Creek
52
Bardonner St / CR S 400 W

Project Schedule



TRANSPORTATION MANAGEMENT PLAN

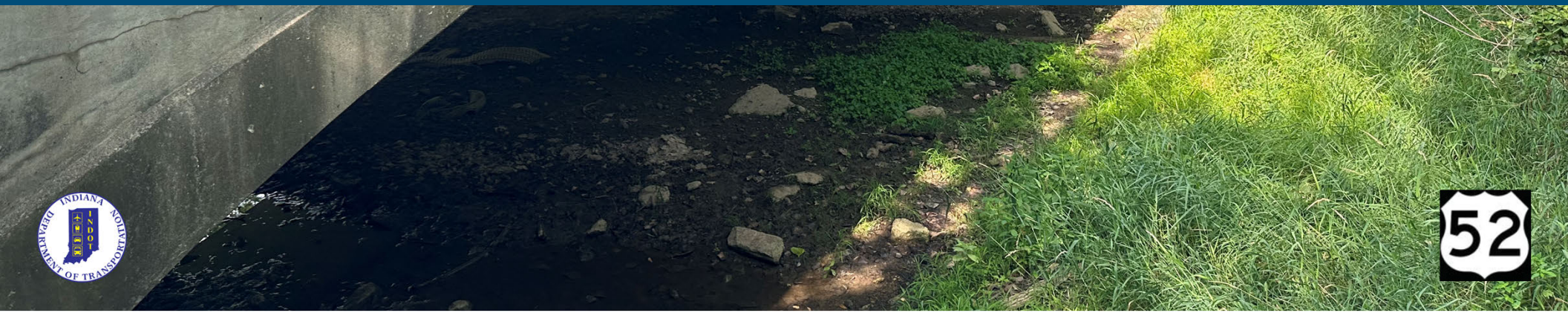


TMP GOALS

TYPE OF TRANSPORTATION MANAGEMENT PLAN:

- **Significant Project Classification**
  - A project that causes sustained work zone impacts.
- **Goal**
  - Effectively communicate transportation plans to minimize mobility impacts while simultaneously maximizing safety and mobility.
- **How will this goal be met?**
  - Temporary Traffic Control Plan – Maintenance of Traffic strategy and phasing
  - Transportation Operations Plan – Strategies recommended to mitigate impacts
  - Public Information Plan – Informing stakeholders of the project

MAINTENANCE OF TRAFFIC

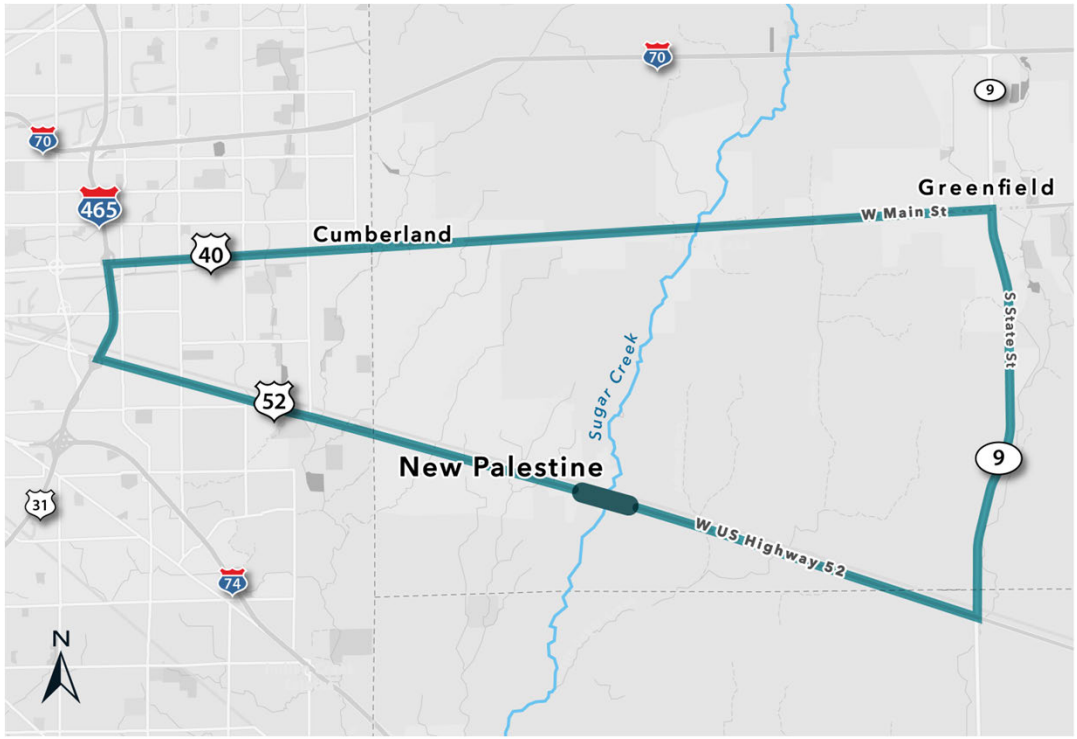


MAINTENANCE OF TRAFFIC GOALS

- ***Work zone safety is the #1 goal – for public and construction***
  - Provide a safe and efficient work zone that protects both the public and workers.
  - Finish this bridge replacement quickly to minimize impacts to U.S. 52 travelers.

DETOUR ROUTE MAP

- The official detour will use I-465, U.S. 40, and State Road 9.
- This detour is approximately 37 miles long.
- Warning signs will be provided near the construction zone directing drivers to the official detour.
- Signage will also be provided along the official detour route periodically at major intersections.
- Access to all residential drives will be maintained during construction.



GENERAL MOT

RESTRICTIONS

- Due to the nature of the work, a full closure is necessary to complete the bridge replacement over Sugar Creek.
- This plan will minimize adverse impacts to the construction zone.
- Construction is anticipated to start spring 2027 and extend through fall 2027.

CONNECT

Angela Pearl

Email: apearl@hntb.com

Phone: (317) 917-5330

Don McGhghy

Email: dmcgyghy@indot.in.gov

Phone: (317) 467-3920


52
INDIANA
INDOT
DEPARTMENT OF TRANSPORTATION
THANK YOU!

Categorical Exclusion

Appendix H: Air Quality

Project Overview | Funding History | Amendment History

Report Excerpt

<<Go Back

Bridge Replacement on US 52 over Sugar Creek (2200672)

Des Number	2200672	*Amendment*	26-00 TIP	*Exempt Category*	Exempt	*Est Total Project Cost*	$4,879,043
Lead Agency	INDOT	*Contact (ERC)*		*INDOT District*	Greenfield	*County*	Hancock
Project Type	Bridge Replacement, Concrete	*Letting Date*		*Functional Classification*	Minor Arterial	*Bike/Ped Component(s)*	No
Seconday Des Number							

Title Bridge Replacement on US 52 over Sugar Creek

Limits Bridge #: 019240

Description US 52 Bridge OVER Sugar Creek, 6.12 miles W of SR 9

Phase	Fund Source	Prior SFY	SFY2026	SFY2027	SFY2028	SFY2029	SFY2030	Future SFY	Total
PE	FEDERAL - State STBG	$858,800	-	-	-	-	-	-	$858,800
PE	STATE - Other	$214,700	-	-	-	-	-	-	$214,700
	Total Preliminary Engineering	$1,073,500	-	-	-	-	-	-	$1,073,500
CN	FEDERAL - State STBG	-	-	$3,044,434	-	-	-	-	$3,044,434
CN	STATE - Other	-	-	$761,109	-	-	-	-	$761,109
	Total Construction	-	-	$3,805,543	-	-	-	-	$3,805,543
	Total Programmed	**$1,073,500**	**-**	**$3,805,543**	**-**	**-**	**-**	**-**	**$4,879,043**

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC) FY 2026-2030
- APCTC TIP FY2026-2030

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) FY 2026-2030
- BMCMPO TIP FY2026-2030

Columbus Area Metropolitan Planning Organization (CAMPO) FY 2026-2030
- CAMPO TIP FY2026-2030

Delaware-Muncie Metropolitan Plan Commission (DMMPC) FY 2026-2030
- DMMPC TIP FY2026-2030

Evansville Metropolitan Planning Organization (EMPO) FY 2026-2030
- EMPO TIP FY2026-2030

Indianapolis Metropolitan Planning Organization (IMPO) FY 2026-2029
- IMPO TIP FY2026-2029
- IMPO Project Listing FY2026-2029

Kokomo-Howard County Governmental Coordinating Council (KHCGCC) FY 2026-2030
- KHCGCC TIP FY2026-2030

Kentuckiana Regional Planning and Development Agency (KIPDA) FY 2025-2028
- KIPDA TIP FY2025-2028

Michiana Area Council of Governments (MACOG) FY 2026-2030
- MACOG TIP FY2026-2030

Madison County Council of Governments (MCCOG) FY 2026-2030
- MCCOG TIP FY2026-2030

Northeastern Indiana Regional Coordinating Council (NIRCC) FY 2026-2030
- NIRCC TIP FY2026-2030

Northwestern Indiana Regional Planning Commission (NIRPC) FY 2026-2030
- NIRPC TIP FY2026-2030

Ohio-Kentucky-Indiana Regional Council of Governments (OKI) FY 2026-2029
- OKI TIP FY2026-2029

Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP FY 2026-2030
- THAMPO TIP FY2026-2029

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,

Lyndsay Quist

Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
Paige Story, FHWA
Lyndsay Quist, INDOT
Blake Martain, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
April Leckie, INDOT
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Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
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Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

.S. Depar ent of Transpo tation

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

August 28, 2025

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

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

Dear Ms. Quist:

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

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

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

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

Sincerely,

KELLEY BROOKINS

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

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Digitally signed by CHRISTOPHER J HALL
Date: 2025.08.28 10:04:48 -05'00'

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Categorical Exclusion

Appendix I: Additional Studies

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

April 24, 2025

TO: Don McGhghy
INDOT Project Manager, Greenfield District

FROM: Fred S. Berry, P.E.
Consultant Hydraulics Engineer

SUBJECT: HYDRAULIC LETTER FOR BRIDGES
New Structure Number: TBD
Old Structure Number: 052-30-00521 C
Location: 6.12 miles west of State Route 9
Des. #: 2200672
Crossing: Sugar Creek
Consultant: HNTB
SPMS Type of Work: Bridge Replacement

ANALYSIS: Fred S. Berry, P.E.
Consultant Hydraulics Engineer

REVIEWER: Nicole Reed, P.E.
INDOT Hydraulics Engineer

QA Signature

FRED S. BERRY REGISTERED No. PE11500309 STATE OF INDIANA PROFESSIONAL ENGINEER

Designer PE Stamp

This memo is not to be considered final until it has been signed and stamped by the designer and signed by the QA engineer.

Drainage Area	= 93.75	sq. mi.
Q_{100} (AEP 1%)	= 12,300	cfs
Q_{500} (AEP 0.2%)	= 17,220	cfs
Elevation @ Q_{100}	= 802.48	ft.

IDNR CIF Permit Needed (Y/N): Y
Legal Drain (Y/N): N

Existing Conditions:

Two-Span, 2@65' span length, Reinforced Concrete Arch Bridge

Q_{100} (AEP 1%) Headwater Elevation	= 803.97	ft.
Backwater	= 2.12	ft.
Velocity @ Q_{100} (AEP 1%)	= 12.97	ft./s.
Gross Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 1029.30	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 805.48*	ft.
Skew	= 30.0	deg.

* Elevation measured at the apex of the arch.

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Proposed Conditions:

Two-Span, 1@93', 1@75' span lengths, Continuous Composite Prestressed Concrete Bulb-Tee Beam Bridge

Q_{100} (AEP 1%) Headwater Elevation	= 803.97	ft.
Backwater	= 2.06	ft.
Velocity @ Q_{100} (AEP 1%)	= 12.92	ft./s.
Gross Waterway Opening Below Q_{100} (AEP 1%) Elevation (Str.)	= 1094.99	sq. ft.
Road Overflow Waterway Area	= 0.0	sq. ft.
Low Structure Elevation	= 804.63	ft.
Skew	= 30.0	deg.

Q_{100} (AEP 1%) Contraction Scour	= 14.90	ft.
Q_{100} (AEP 1%) Total Scour	= 24.31	ft.
Q_{100} (AEP 1%) Low Scour Elevation	= 764.92	ft.
Q_{100} (AEP 1%) Max Velocity	= 16.76	ft /s.
Q_{500} (AEP 0.2%) Elevation	= 804.07	ft.
Q_{500} (AEP 0.2%) Contraction Scour	= 17.60	ft.
Q_{500} (AEP 0.2%) Total Scour	= 27.01	ft.
Q_{500} (AEP 0.2%) Low Scour Elevation	=762.22	ft.
Q_{500} (AEP 0.2%) Max Velocity	= 20.54	ft./s.

Based on a flowline elevation of 789.23 feet.

A bridge replacement analysis was performed for the crossing of United State Highway 52 (US 52) and Sugar Creek, 6.12 miles west of State Route 9 (SR 9) in Hancock County, Indiana. The existing bridge is a 130 feet long, two-span reinforced concrete arch bridge, it is proposed to be replaced with a 168 feet long, two-span continuous composite prestressed concrete bulb-tee beam bridge.

An existing FIS model from 1984 was used as base. The model inputs were updated with the newest survey, LiDAR data and aerial photographical information. The proposed bridge was sized to make sure there is no increase in backwater. The bridge opening saw significant change, therefore, the ineffective flow stations are set based on the Q100 water surface elevation (WSE) instead of the bridge opening to maintain zero increase in WSE .

The application of Class 2 on the spill slopes and the pier should be used as per IDM Fig. 203-3B.

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 INDOT Hydraulic Engineering at Hydraulics@indot.IN.gov.

STRUCTURE SIZE AND TYPE REPORT

Bridge Replacement Carrying
US 52 over Sugar Creek

DES 2200672
Contract No. B-44621
Proposed Str. No. TBD
Existing NBI No. 019240

Prepared For
INDOT Greenfield District
Don McGhghy

Prepared By
HNTB Indiana
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
Phone (317) 636-4682

This document was prepared by:

Name: Jennifer Bohlander, PE
Title: Structures Lead

Date: 10/23/24

TABLE OF CONTENTS

ATTACHMENTS

Attachment A – Project Location Map

Attachment B – Photographs

Attachment C – Traffic Data and Design Criteria

Attachment D – General Plan and Elevation

Attachment E – Proposed Typical Section of Alternatives

Attachment F – Superstructure Type Analysis and Cost Comparisons

1.0 DESIGN INFORMATION

The project is located approximately 6.12 miles west of SR 9 in Hancock County within INDOT's Greenfield District. The replacement bridge will be set at a new proposed profile grade located on the existing horizontal alignment. For a map of the structure location see Attachment A.

This project is scheduled for a 10/7/26 letting.

2.0 DISCUSSION OF DESIGN FACTORS

This project is classified as a Partial Reconstruction (3R), Non-Freeway project per the Indiana Design Manual (IDM) Chapter 40-6.01(06), IDM Chapter 53-1.0, and IDM Figure 55-3F. Table 2-1 below provides the existing roadway geometry and proposed design criteria for US 52. The posted speed limit is 30 mph west of the existing bridge and 45 mph on the bridge and to the east. The design speed is 45 mph. See Attachment C for Level One design criteria.

2.1 Roadway Geometry and Design Criteria

Table 2-1: US 52 Roadway Information

Roadway Information			
Geometric Criteria			
Proposed Design Criteria	New Construction 3R	Rural / Urban	Urban
Proposed Design Speed	45 mph	Functional Class	Minor Arterial
Terrain	Level	Access Control	None
See Section 2.9 for Traffic Data			
Typical Cross Section			
IDM Figure Reference	IDM 55-3F	Design Year	2047
No. of Travel Lanes	2	Travel Lane Width	12'-0" (existing) 12'-0" (proposed)
Usable Shoulder Width	8'-0" (existing - roadway) 8'-0" (proposed - roadway) 7'-8" (proposed – bridge)	Paved Shoulder Width	8'-0" (existing - roadway) 8'-0" (proposed - roadway) 7'-8" (proposed – bridge)
S-Line Pavement	Asphalt	Shoulder Pavement	Asphalt

2.2 Existing Bridge

The existing structure (No. 52-30-00521 C) is a two span (65'-0", 65'-0") cast in place reinforced concrete arch bridge, built in 1926. The bridge was widened in 1957 (Rehab A), received a bridge deck replacement in 1985 (Rehab B), and in 2011 scour countermeasures were placed at the bridge (Rehab C). The out-to-out coping width for the structure is 42'-6" with a clear roadway width of 40'-0" and is built on a 30-degree left skew. The existing reinforced concrete slab is 8" thick. The existing structure is overall in fair condition and the structure has an inventory load rating of 44 tons.

See Attachment B for photographs of the existing at-grade crossing.

2.3 Existing Drainage

Existing drainage within the project limits is primarily achieved through sheet flow away from the crown of US 52 into Sugar Creek. An existing drainage pipe, located in the northwest quadrant of the project, carries water collected through a system of inlets to the west of the project limits and outlets into Sugar Creek.

2.4 Geotechnical Considerations

Geotechnical investigation will be completed following the Stage 1 plan submission. There are no known geotechnical restrictions for this project at this time.

2.5 Existing Utilities and Other Topographical Elements

There are overhead and underground utilities running along the north side of US 52.

Utility coordination is underway. The following utilities have been identified in the project area and are potentially in conflict: Citizens Water Distribution, AT&T, Everstream Communications, and Duke Energy.

2.6 Right of Way Restraints

Existing right of way extends 55' to the north and south of the centerline of US 52. Right of way will need to be acquired for the project –approximately 4 parcels are anticipated to be affected.

2.7 Environmental Restrictions

Due to the location of this project and potential impacts an IDNR Construction in a Floodway (CIF) permit, an USACE 404 and IDEM 401 Water Quality Permit, and a Construction Stormwater General Permit (CSGP) are anticipated to be required for this project. Additionally, there is potential habitat for the federally-endangered Snuffbox Mussel (Epioblasma triquertra) within the project area which may require unique accommodations.

2.8 Maintenance of Traffic

US 52 will be closed during construction and traffic will be detoured. The anticipated detour route utilizes I-465, US 40, and SR 9. The detour route is approximately 36.4 miles in length. No phased construction is anticipated for this project.

There are no pedestrian facilities within the project limits.

2.9 Traffic Data

Traffic data was obtained from the INDOT Traffic Count Database System. A traffic growth rate of 1.10% was calculated based on the data recorded in 2019 and 2022 and forecasted out for the construction and design year AADT. Traffic data is summarized in the Table 2-2. See Attachment C for the traffic analysis.

Table 2-2: Summary of Average Annual Daily Traffic on US 52

	US 52
Construction Year AADT (2027)	6,372 VPD
Design Year AADT (2047)	7,946 VPD

2.10 Crash Data and Analysis

Crash data was collected for Hancock County between 2021-2023. There were no recorded crashes with the project limits.

2.11 Corridor Consistency & Aesthetics

US 52 currently has consistent lane and shoulder widths as described in Table 2-1 within the project limits which will be maintained in the proposed project.

No aesthetic considerations are required for this project at this time.

3.0 DISCUSSION OF ALTERNATIVES

Three bridge replacement alternatives were identified for evaluation for the proposed structure carrying US 52 over Sugar Creek. Structure types were examined using comprehensive evaluation criteria. There are a number of superstructure types applicable to this bridge geometry per the Indiana Design Manual. Using past experience with these structure types and preliminary cost estimates based on bridge size, all but the following structure types were eliminated.

A single span steel plate girder was evaluated as an alternative. Due to the large required structural depth and the implications this would have on providing the required freeboard, this alternative was not investigated further.

Alternative 2 & 3 are both two-span configurations: a 36" weathering, welded steel plate girder bridge and a 42" prestressed concrete bulb tee beam bridge, both on integral end bents with spill slopes. The asymmetric two-span (110' ~ 85') arrangement was selected to provide the required hydraulic opening and to mitigate conflicts between the new end bents, pier, and existing substructures.

See Attachment D for the General Plan and Elevation view of the alternatives.

3.1 Typical Section

The typical section of the proposed alternatives consists of two 12'-0" lanes, 8'-0" shoulders, a 1'-4" barrier, and a 2" coping offset. The out-to-out bridge width is 43'-0" and the clear roadway width is 40'-0". The profile grade line and roadway crown are located at the centerline of the structure. See Attachment E for proposed typical section.

The proposed bridge shoulder widths meet governing design criteria and a Level One Design Exception is not required. Shoulder widths across the bridge are also consistent with the proposed approach roadway with an increase of shoulder width of 4" off the bridge to allow for the guardrail offset loss per IDM Figure 402-6H.

3.2 Horizontal Alignment

The proposed horizontal alignment for US 52 is on a tangent when it crosses over Sugar Creek with a bearing of S 73° 36′ 62″ E. This bearing results in a 30°00′00″ skew left to Sugar Creek below. Utilizing a 30°00'00" skew allows the horizontal alignment to be optimally placed when considering the hydraulic flow of Sugar Creek, right of way acquisition, and stopping sight distance requirements.

3.3 Vertical Alignment

To improve the drainage issues caused by the existing sag vertical curve at the bridge, the profile grade will be raised. Two vertical curves will be constructed within the project limits.

The vertical curve to the west of the structure is a 110-foot sag vertical curve with a -4.14% entrance grade and a +0.52% exit grade. This sag vertical curve will require a Level Two Design Exception for curve length to avoid impacting the recently constructed adjacent roadway section to the west of the project limits.

The vertical curve to the east of the structure is a 360-foot sag vertical curve with a +0.52% entrance grade and a +4.42% exit grade. No design exceptions will be required for this curve.

3.4 Description of Alternatives

Structure types were examined using comprehensive evaluation criteria. The objective of all alternatives is to construct a replacement bridge with adequate freeboard over Sugar Creek and use MASH compliant bridge rails and guardrails. Three superstructure alternatives were considered:

Table 3-1: Summary of Alternatives

Alternative	Description	Profile Grade Difference	Span Lengths	Depth of Beam/Girder Used
Alternative 1	Single Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	+4.5′	195′	78″
Alternative 2	Two-Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	+0′	110′, 85′	36″
Alternative 3	Two-Span Precast Prestressed Concrete Hybrid Bulb Tee Beam Bridge on Integral End Bents with Spill Slopes	+0′	110′, 85′	42″

4.0 ECONOMIC ANALYSIS AND PROBABLE CONSTRUCTION COST

An economic and life cycle cost analysis was completed for each of the two alternatives. This included evaluating the estimated Construction Costs and Total Costs (Construction Cost plus Life Cycle Cost) for each alternative.

Construction costs were determined by estimating major construction material pay items. An additional 20% contingency was included.

Estimated Construction Costs and Total Costs are summarized in tables 4-1 and 4-2 below. See Attachment F for the Superstructure Type Analysis and Cost Comparisons.

4.1 Structure Recommendations

Based on the following three factors, **Alternative 3 is the recommended alternative:**

1. Ease of typical life cycle maintenance needs for typical bridge components (precast concrete)
2. Lowest initial and life cycle construction costs
3. Higher predictability of the material market for concrete in comparison to steel means lower probability of construction delays due to unavailability of materials.

Table 4-1: Summary of Construction Costs

Alternative and Description	Construction Cost	Percent Higher Than Low Alternative
Alternative 1 – Single Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	Not estimated	N/A
Alternative 2 – Two-Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	$4,507,000	14%
Alternative 3 – Two-Span Precast Prestressed Concrete Hybrid Bulb Tee Beam Bridge on Integral End Bents with Spill Slopes	**$3,975,000**	-

IDM Chapter 402-4.02 list 9 costs associated with long term use that should be considered in addition to the initial construction cost. The only consideration that plays a role in this case is the future maintenance and life cycle costs. Table 4-2 summarizes the cost of maintenance over

the life of the structure plus the initial construction cost. The life cycle cost calculations for all alternatives are included in Attachment F.

Table 4-2: Summary of Total Costs

Alternative and Description	Total Cost (Life Cycle + Construction)	Percent Higher Than Low Alternative
Alternative 1 – Single Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	Not estimated	N/A
Alternative 2 – Two-Span Steel Plate Girder Bridge on Integral End Bents with Spill Slopes	$6,688,000	10%
Alternative 3 – Two-Span Precast Prestressed Concrete Hybrid Bulb Tee Beam Bridge on Integral End Bents with Spill Slopes	**$6,130,000**	-

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

ProjectNumber	SubProjectCode	County	Property
1800350	1800350	Hancock	Riley Memorial Park & Riley Park Pool
1800552	1800552	Hancock	Beckenholdt Park
1800561	1800561	Hancock	Sugar Creek Township Park
1800575	1800575	Hancock	Beckenholdt Park
1800615	1800615	Hancock	Brandywine Park and Connector Trail

*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.

Routine Bridge Inspection Report

Report Excerpt

Structure Information

Structure:	052-30-00521 C	Facility Carried:	US 52
NBI Number:	019240	Features Intersected:	SUGAR CREEK

Inspection Information

Inspection Date:	12/10/2024	Lead Inspector:	Andrew Olson Moyano
Inspection Type:	Routine	Additional Inspectors:	

Condition Ratings Summary

(58) Deck:	**N**	(60) Substructure:	**N**
(58.01) Wearing Surface:	**N**	(61) Channel / Channel Protection:	**6**
(58.02) Joints:	**N**	(62) Culverts:	**5**
(58.05) Approach Slabs:	**N**	(71) Waterway Adequacy:	**9**
(59) Superstructure:	**N**	(72) Approach Roadway Alignment:	**8**
(59.01) Paint:	**N**	(113) Scour Critical Bridge:	**8**

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Routine Inspection Summary

GENERAL NOTES

Abutment #1 is WEST.

The Bridge was Built in 1926.
'A' Rehab (Widened) in 1957, under contract B-4031.
'B' Rehab (Added Deck, Replaced spandrel walls & Reconstructed portions of arch rings) in 1985, B-15205.
'C' Repair (Scour Countermeasures) in 2011, B-31738.

DES# 1701043 - Programmed for Deck Overlay in 2022, eliminated 2/20/20 in favor of DES 2200672.

DES# 2200672 - Programmed for Bridge Replacement in 2027, Contract# B-44621.

Condition Summary: Structure is in fair condition. The wearing surface has extensive patches and numerous wide cracks; a few initials spalls were submitted for patching. The spandrel walls have large spalls above the Pier 2 noses on both sides. The arch ring sides have wide cracks near the Pier 2 noses. Pier 2 has large spalls and scaling to the tops of noses on both sides.

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Identification

(1) State Code:	185 - Indiana	(12) Base Highway Network:	0
(8) Structure:	019240	(13A) Inventory Route:	
(5) Inv. Route:	1 - 2 - 1 - 00052 - 0	(13B) Subroute Number:	
(2) Highway Agency District:	3 - Greenfield	(16) Latitude:	39.719470000000001
(3) County Code:	030 - Hancock	(17) Longitude:	-85.88258000000000
(4) Place Code:	53352 - New Palestine	(98) Border	
(6) Features Intersected:	SUGAR CREEK	(A) State Name:	
(7) Facility Carried:	US 52	(B) Percent:	
(9) Location:	06.12 W SR 9	(99) Border Bridge Struct. No:	
(11) Milepoint:	0003.820		

Age Of Service

(27) Year Built:	1926	(19) Bypass Detour Length:	002
(106) Year Reconstructed:	1985	(29) ADT:	006105
(42) Type Of Service		(30) Year Of ADT:	2022
(A) On Bridge:	1 - Highway	(109) ADTT:	13
(B) Under Bridge:	5 - Waterway	(114) Future ADT:	012000
(28) Lanes		(115) Year Of Future ADT:	2035
(A) On Bridge:	02		
(B) Under Bridge:	00		

Structure Type And Material

(43) Main Spans:		(45) No. Of Spans In Main Unit:	002
(A) Kind Of Material:	1 - Concrete	(46) No. Of Approach Spans:	0000
(B) Type Of Design:	19 - Culvert (includes frame culverts)	(107) Deck Structure Type:	N - N/A
(44) Approach Spans		(108) Wearing Surface	
(A) Kind Of Material:	0 - Other	A) Wearing Surface:	N - N/A
(B) Type Of Design:	00 - Other	B) Deck Membrane:	0 - None
		C) Deck Protection:	N - N/A

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Classification

(20) Toll:	3 - On Free Road. The structure is toll-free and carries a toll-free highway.	(21) Maint Responsibility:	01
(22) Owner:	01 - State Highway Agency	(26) Functional Class:	16
(37) Historical Significance:	5 - Not eligible	(100) Strahnet Highway:	0 - The inventory route is not a STRAHNET route.
(101) Parallel Structure:	N - No parallel structure exists.	(102) Direction Of Traffic:	2 - 2-Way Traffic
(103) Temporary Structure:		(104) NHS Inventory:	0 - Inventory Route is not on the NHS
(105) Federal Lands Highways:	0 - Not Applicable	(110) DES National Network:	1 - Inventory route on National Truck Network
(112) NBIS Bride Length:	Y - Yes		

Geometric Data

(48) Length Of Max Span:	0065.0	(35) Structure Flared:	0 - No Flare
(49) Structure Length:	00138.5	(10) Inv Rte, Min Vert Clearance:	99.99
(50) Curb/Sidewalk Widths		(47) Tot Horiz Clearance:	040.0
(A) Left:	00.0	(53) Vert Clear Over Br Rdwy:	99.99
(B) Right:	00.0	(54) Min Vertical Underclearance:	
(51) Brdg Rdwy Width Curb- To-Curb:	040.0	A) Reference Feature:	N
(52) Deck Width, Out-To-Out:	042.5	B) Min Vert Underclear:	00.00
(32) Approach Roadway:	027.0	(55) Lateral Underclearance Right:	
(33) Bridge Median:	0 - No Median	A) Reference Feature:	N
(34) Skew:	30	B) Min Lateral Underclear:	000.0
		(56) Min Lateral Underclear On Left:	00.0

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Inspections

(90) Inspection Date:	12/20/2022	(91) Designated Iinspection Frequency:	24
(92) Critical Feature Inspection		(93) Critical Feature Inspection Date	
A) NSTM Insp Req / Freq:	N	A) NSTM Date:	
B) Underwater Insp Req / Freq:	N	B) Underwater Insp Date:	
C) Special Insp Req / Freq:	N	C) Special Insp Date:	

Proposed Improvements

(75A) Type Of Work:			
(75B) Work Done By:			
(76) Length Of Improvement:	00000.0	(94) Bridge Improvement Cost:	000000
(97) Year Of Improvement Cost Estimate:		(95) Roadway Improvement Cost:	000000
		(96) Total Project Cost:	000000
Comments:			

Navigation Data

(38) Navigation Control:	0	(39) Navigation Vertical Clear:	000.0
(111) Pier Or Abutment Protection:		(116) Minimum Navigation Verti.Clearance, Vert. Lift Bridge:	
		(40) Nav Horizontal Clearance:	0000.0

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Load Rating & Posting

5.1 – Loads And Load Ratings		Legacy Coding	
B.LR.01 - Design Load	H20	(65) Inventory Rating Method	0
B.LR.02 - Design Method	LFD	(66) Inventory Rating	44.83
B.LR.03 - Load Rating Date		(63) Operating Rating Method	0
B.LR.04 - Load Rating Method	EJ	(64) Operating Rating	74.88
B.LR.05 - Inventory Load Rating Factor	1.24	(31) Design Load	4
B.LR.06 - Operating Load Rating Factor	2.08	(70) Bridge Posting	5
B.LR.07 - Controlling Legal Load Rating Factor	1.87	(41) Structure Open/Posted/Closed	A
B.LR.08 - Routine Permit Loads	C	Tons Posted	
		Date Posted/Closed	

5.2 – Load Posting Status		Posting – Emergency Vehicles (Ton)
B.PS.01 - Load Posting Status	PO	Emergency Vehicle Sign
B.PS.02 - Posting Status Change Date		Posted Tonnage (Single Axle) EV
		Posted Tonnage (Tandem) EV
		Posted Tonnage (Gross) EV

Posting – Commercial Vehicle (Ton)
Commercial Vehicle Sign
Posted Tonnage (Single Axle) CV
Posted Tonnage (Gross) CV
Posted Tonnage (2-axle) CV
Posted Tonnage (3-axle) CV
Posted Tonnage (4-axle) CV
Posted Tonnage (5-axle) CV
Posted Tonnage (6-axle) CV

Maximum Allowable Tonnages

*Actual posted values may not exceed those as shown below

Weight Limit	Emergency Vehicle Weight Limit
Tons	Single Axle T
	Tandem T
	Gross T

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

National Bridge Inventory Condition Ratings

(58) Deck:	N - Not Applicable
(58.01) Wearing Surface:	N - Not Applicable

Wearing surface (top of "deck"): numerous patches EBL; numerous wide random cracks along with map cracking through. A few initial spalls needing patch.

(58.02) Joints:	N - ONLY to remove other value that is no longer present.		
Joint Type:	N - ONLY to remove other value that is no longer present	Joint Location:	Mid-Section

No joint at ends of bridge.
Transverse Joint Type BS over Pier #2 only - chipping & small spalls of adjacent concrete.

(58.05) Approach Slabs:	N - Not Applicable		
(58.06) Terminal Joints:	N - No terminal joint		
(59) Superstructure:	N - Not Applicable		
(59.01) Paint:	N - Not Rated / N/A	Paint Year:	
(59.02) Bearings:		Bearing Type:	N
(60) Substructure:	N - Not Applicable		
(61) Channel / Channel Protection:	6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.		

Channel flows from North to South below the bridge.Large Class II riprap placed under structure as scour countermeasures in 2011; channel away from structure has fairly heavy bank erosion with leaning trees & root exposure.

(62) Culverts:	5 - Moderate or major deterioration or disintegration.

2-span Reinforced Concrete Arch bridge.Deck coping: large 5'-10' long spalls with exposed rebar on the south side. Arch rings: longitudinal cracks with efflorescence & some honeycombing, minor rebar exposure; Construction Joints - repointing is cracking & spalling.Spandrel walls: large spalls w/ rebar exposure & scaling over both ends of Pier 2; random cracks.Breastwalls & wingwalls have vertical cracking.Pier #2 caps: heavy spalling with fairly heavy rebar exposure at spandrel walls. Pier stem #2: minor vertical cracks & efflorescence; minor repairs.

INDOT Defined Condition Ratings

Concrete Slopewall:	N - No concrete slopewall
Birds Present?:	No
Bats Present?:	No

Structure:	052-30-00521 C	Facility Carried:	US 52	Inspector:	Andrew Olson Moyano
NBI Number:	019240	Features Intersected:	SUGAR CREEK	Inspection Date:	12/10/2024

Appraisal

(71) Water Adequacy:	9 - Bridge above flood water elevations
~8' from H.W. to P.G.	
(72) Approach Roadway Alignment:	8 - Equal to present desirable criteria
36A) Bridge Rails:	0 - Does not meet acceptable standards/safety feature is required
36B) Transitions:	0 - Does not meet acceptable standards/safety feature is required
36D) Approach Guardrail Ends:	0 - Does not meet acceptable standards/safety feature is required

Sufficiency Rating:	84.0	(67) Structural Evaluation:	5
Status:	0	(68) Deck Geometry:	5
		(69) Underclearances, Vertical & Horizontal	N

Scour Critical Bridge Appraisal

Bridge Inspection Scour Appraisal

(113) Scour Critical Bridges:	8 - Stable for scour conditions
Large Class II Riprap placed as Scour Countermeasures in 2011, contract B-31738 05/08/2001 the Scour Committee reviewed this bridge. Calculated scour is below the footings unless protected with Class 2 riprap!!	
Scour Critical Safety Status:	D - Bridge IS scour critical based on analysis findings and Countermeasures are installed and FIELD VERIFIED
Countermeasures Placed/Verified:	12/12/2011
Bridge Inspection Comments:	Large Class II Riprap placed as Scour Countermeasures in 2011, contract B-31738

Hydraulic Scour Analysis Determination

Scour Analysis Status:	A - Scour Analysis on file
Scour Analysis Date:	Apr 12 2009 12:00AM
Scour Analysis Determination:	B
Hydraulics Comments:	

Structure Information

Structure Number:	052-30-00521 C	Facility Carried:	US 52
NBI Number:	019240	Features Intersected:	SUGAR CREEK
County / District:	Hancock	Location:	06.12 W SR 9

Maintenance Needs Reported

Date Reported:	12/10/2024	Priority:	4-Grey
Work Code:			
Deficiency Description:			
Recommendation:	Patch wearing surface spalls.		
Maintenance Action Status:		Work Order Number:	
Maintenance Action Executed:			

Maintenance Item Priority Criteria

The Summary of Maintenance Items is a tool the county can use to determine action items to complete based on the priority guiding principal colors, which are described below, and the deficiency description.

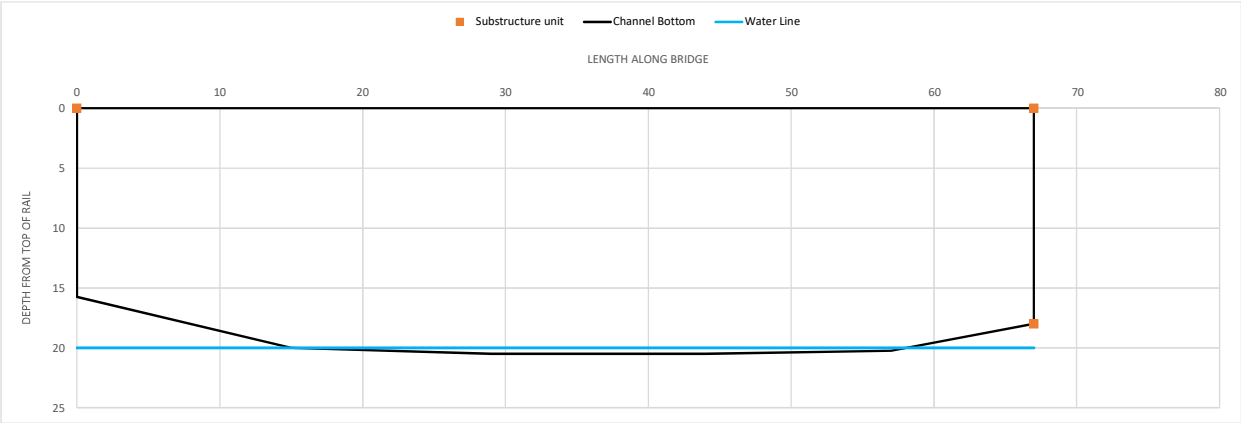
Red	This priority is for issues that could cause the failure of all or part of the bridge or a serious traffic safety hazard if not resolved. It is recommended that repairs be completed in 4 weeks (1 month) from date of report based on the engineering judgments of the Bridge Inspection Team Leader.
Yellow	This priority is for issues that are showing signs of progression and may result in extensive deterioration, significant loss in integrity of a structural component, or may impose a traffic safety hazard if not resolved. It is recommended that repairs be completed in 12 weeks (3 months) from date of report based on the engineering judgments of the Bridge Inspection Team Leader.
Green	This priority is for issues that may result in minor component deterioration or other safety concerns. It is recommended that repairs be scheduled for repair and resolved in 26 weeks (6 months) from date of report based on the engineering judgments of the Bridge Inspection Team Leader.
Grey	This priority is for issues that is recommended to be resolved during the next cyclical preventative maintenance activity. It is recommended that repairs be completed in 56 weeks (13 months) from date of report based on the engineering judgments of the Bridge Inspection Team Leader.

CHANNEL PROFILE

Str. #	**052-30-00521 C**
Date:	12/10/2024
Inspector(s):	CJM / AEOM

Measured Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Measured Point Label	WJ	WJ	Water	A1	A2	A3	P1	P1												
Measured Location	0	0	15	29	44	57	67	67												
Height measured	0.00	15.75	20.00	20.50	20.50	20.25	18.00	0.00												

Pier Label	END	P1	P2	P3	P4	P5	P6	P7	P8	END
Measured Location	0	67	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	67
Height From Top of Rail		18	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	



Mackenzie Knotts

From: Olsonmoyano, Andrew <AnOlsonmoyano@indot.IN.gov>
Sent: Wednesday, October 1, 2025 9:32 AM
To: Mackenzie Knotts
Cc: Fair, Terri; Mickler, Jim
Subject: RE: Des 2200672 Bridge Inspection Report
Attachments: BIAS_Report (11).pdf

Hi Mackenzie,

Per our phone conversation, as policy, INDOT codes Reinforced Concrete Arch Structures Under Fill as Culverts for bridge inspection reporting purposes. This is why there is one overall rating under the Item 62 - Culverts that encompasses the condition of the structure as a whole.

If ratings for individual components are needed for the NEPA work, one possible solution might be to assign the Item 62 Culvert rating to each of the components. Going back to the 2019 report (copy attached) the major individual components were rated 5's and 6s'. It is plausible that, given the passage of time and corresponding deterioration, if individual components were rated today, the Super, Sub, Deck and Wearing surface would all receive 5's.

If any additional information is required, please do not hesitate to contact me.

Thanks for your help!

Regards,

Andy

Andrew Olson Moyano
Bridge Inspector
32 South Broadway
Greenfield, IN 46140
Cell: 317-402-4084