FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 75, Carroll County
Designation Number(s):	1703010
Project Description/Termini:	SR 75 Bridge Rehabilitation Project, 1.64 miles north of SR 26, approximately 45 feet (ft) north to 1,023 ft north of the SR 75 and County Road (CR) 750 South intersection

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	**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 August 4, 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: Jennifer Rhodes, ASC Group, Inc.

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?		

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

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

Notice of Survey/Entry letters were mailed to potentially affected property owners near the project area on January 29, 2020, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey/Entry letter is included in Appendix G (Appendix G: G-2 to G-3).

Section 106

On June 23, 2020, the Section 106 consulting parties were invited to a virtual Consulting Parties Meeting, scheduled for July 15, 2020 (Appendix D: D-74 to D-75). A follow-up email dated July 14, 2020, reminded the consulting parties of the meeting and provided an agenda (Appendix D: D-76). Following the meeting, a meeting summary was distributed to all of the consulting parties on July 27, 2020 (Appendix D: D-77 to D-116). On August 13, 2020, the Indiana State Historic Preservation Office (SHPO) concurred with the meeting summary and stated its position that "widening the bridge would drastically change character-defining features that would result in an adverse effect." Also, that using concrete rather than asphalt on the roadway surface "would not impact its historic character to the same effect as widening since its current condition of asphalt is already a previous replacement material" (Appendix D: D-117 to D-119). No other comments were received.

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA's) finding of "No Historic Properties Affected" was published in the *Carroll County Comet* on April 14, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 14, 2021. The text of the public notice and the affidavit of publication appear in Appendix D (Appendix D: D-161 to D-163). No comments were received.

On September 14, 2022, a comment from a consulting party was received, which asked that the rehabilitation/reconstruction alternative be reconsidered to maintain the current alignment. This alternative had been dismissed early in the process due to the need to avoid the use of structural steel to maintain historic accuracy. Additional information on this alternative can be found in the Section 106 section of this document and in Appendix D (Appendix D-196 to D-203). A Historic Bridge Alternatives Analysis (HBAA) Addendum was completed in 2023 with a revised preferred alternative that would rehabilitate the existing historic bridge (Appendix D: D-212 to D-219). On September 21, 2023, SHPO stated that they agree with the conclusions of the HBAA Addendum that the preferred alternative for this project is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's (SOI's) Standards for Rehabilitation as it is both feasible and prudent. While the other alternatives are feasible to varying degrees, compromising the historic bridge features and/or not meeting the project needs are not prudent. SHPO agrees that the changes in preferred alternatives do not impact the finding of "No Historic Properties Affected" and it remains valid (Appendix D: D-225 to D-227).

Historic Bridge

Pursuant to the Historic Bridge Programmatic Agreement (Historic Bridge PA), a public hearing is required. A legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

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

Originally, there was some opposition to the possible road realignment and bypass bridge, however, the preferred alternative has been redesigned to eliminate the need for the realignment and bypass bridge.

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

Sponsor of the Project: INDOT INDOT District: LaPorte

Local Name of the Facility: SR 75 Bridge over Middle Fork Wildcat Creek

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 based on the deteriorating condition of the existing structure (Structure No. 075-08-03486; National Bridge Inventory (NBI) No. 24960), which includes scour issues. An additional need is due to the clear roadway width across the bridge being narrower than the approach roadway width and the bridge railing not meeting current standards. The existing structure has cracking, efflorescence, and spalling in the structure. There is a large spall at the center of the crown on the west side. The spandrel walls of the arch have cracking and efflorescence and there is significant deep spalling at the peak of the arch. The parapets on both sides have moderate deterioration and spalling with voids under each end section. The scour at the bridge has a condition rating of 5 (fair) out of a possible 9, which corresponds to the scour within the limits of the bridge footing. A scour hole is located in the northeast corner exposing the foundation. Additionally, the barrier rail is not a standard crash-tested configuration and has heavy cracking and extensive spalling. The superstructure and substructure have condition ratings of 5 (fair). Per the INDOT Bridge Condition Rating Categories Table, structures are rated on a 0 to 9 numeric scale, with 9 being excellent and 0 being failed. The minimum clear roadway for the bridge is 24 feet (ft) to remain in place; however, the clear width should be at least equal to the approach traveled way width or 24 ft whichever is wider. Per the 3R Geometric Design Criteria for a Rural Collector, State Route, the clear roadway width will be at least equal to the approach traveled way width (28 ft) or the value from the design figure (24 ft), whichever is greater. The existing traveled roadway width is 28 ft, which would require the bridge clear roadway to be 28 ft. The minimum usable shoulder width would be 3 ft. These conditions can be found in the INDOT Bridge Inspection Report, HBAA report, and HBAA Addendum report (Appendix I: I-3 to I-23 and Appendix D: D-150 to D-151 and D-217).

Purpose:

The purpose of this project is to provide a structurally adequate structure and ensure continued traffic on SR 75 at this location by improving the condition rating of the structure to at least a 7 (good condition) or greater and to provide scour protection. An additional purpose is to provide a roadway width and bridge railing that meet current standards.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Carroll Municipality: Democrat Township

Limits of Proposed Work: 45 ft north of to 1,023 ft north of the SR 75 and CR 750 South intersection

Total Work Length: 0.18 Mile(s) Total Work Area: 1.41 Acre(s)

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

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

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

INDOT and FHWA intend to proceed with a bridge rehabilitation project (INDOT Des. No. 1703010).

Location

The project is located on SR 75, 1.64 miles north of SR 26, in Sections 15 and 16, Township 23 North, Range 1 West, Democrat Township, Carroll County, Indiana (Appendix B: B-2 to B-4).

Existing Conditions

This section of SR 75 is a two-lane Rural – State Collector roadway that consists of two 12 ft travel lanes bordered by 2 ft paved shoulders. The speed limit along SR 75 is 55 miles per hour. The existing structure (Structure No. 075-08-03486; NBI No. 24960) is a single-span spandrel concrete arch that is 73-ft long with an out-to-out deck width of 34.5 ft and a 15-degree skew, which carries SR 75 over Middle Fork Wildcat Creek. The existing concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The existing structure has cracking, efflorescence, and spalling in the structure. There is a large spall at the center of the crown on the west side. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. In addition, the barrier rail is not a standard crash-tested configuration and has heavy cracking and extensive spalling. These conditions can be found in the INDOT Bridge Inspection Report (Appendix I: I-3 to I-23). Land use in the vicinity of the project is primarily wooded and agricultural with a few nearby residences. There are two newly constructed residences near the northeast corner of the project area.

Project Design Changes:

The original preferred alternative would have left the existing structure intact and would have constructed a new bypass bridge adjacent to and east of the historic bridge. During project development, the design changed and re-coordination was needed due to adding pedestrian paths, updating the bridge type and size, increasing the offset amount, reducing permanent right-of-way (ROW), adding temporary ROW, and increasing the project length. However, during coordination with Section 106 consulting parties, Indiana Historic SPANS Task Force requested on September 14, 2022, that the rehabilitation/reconstruction alternative be reconsidered, which would maintain the current alignment. This alternative had been dismissed early in the process due to the need to avoid the use of structural steel to maintain historic accuracy. However, a reinforcement agent, like carbon fiber, could be used to follow the SOI's Standards for Rehabilitation and to meet the eligibility for Criteria A and C for the NRHP determination. This alternative would simplify the project and would rehabilitate the existing structure and would eliminate the need for a bypass. Additional information on this alternative can be found in the Section 106 section of this document and in Appendix D (Appendix D-196 to D-203).

Preferred Alternative (Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation)

The preferred alternative will rehabilitate the existing bridge. The project will remove and replace the existing asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls will be included and will preserve all the architectural details of the bridge. The existing bridge railing will be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The replacement railing will be designed using GFRP so it will not alter the nature of the historic bridge while meeting current standards. GFRP will also be used to repair the existing cracking along the interface of the spandrel wall and arch ring. Concrete cracks will be epoxy injected. A drainage board will be used along the top of the arch to direct drainage to transverse underdrains at each end which will then drain through the existing abutment drains. The existing pipe drains will be replaced with larger drains due to some of the abutment drains collapsing. The roadway drains at the midspan of the existing bridge will be removed and patched to be watertight. New slotted drains will be added in front of the railing to collect storm water and will carry the water to the ends of the bridge and will discharge away from the bridge. The existing roadway will remain 12-ft wide; however, the shoulders will be widened to 2.5-ft wide and will require a design exception for usable shoulder width. While the bridge is not getting wider, the clear roadway over the bridge will be widened by 1 ft. The scour hole at the north foundation, which exposes some of the concrete footer, will be filled in and protected with riprap along the existing stream banks. Revetment riprap on geotextiles will be placed on a spill slope on the southwest side of the bridge to help improve drainage.

Class II riprap on geotextiles will be placed on the stream banks. Cofferdams with dewatering will be used temporarily for the installation of the riprap and geotextile. Four temporary modified check dams on revetment riprap will be placed in a V-ditch on the northeast side of the bridge. Temporary pipe end protection will be added at the southern end of the project at Structure 101. All temporary items will be removed upon the completion of construction and the area will be restored to pre-construction conditions.

Incidental work will occur south of the bridge, which will extend the project further to the south. This work will include hot mix asphalt (HMA) paving, shoulder work, and guardrail work.

The preferred alternative will require impacts to resources. These anticipated impacts include both stream impacts, due to work within Middle Fork Wildcat Creek, and terrestrial habitat impacts, due to construction of a new structure, soil excavation, and tree removal. Detailed information regarding these anticipated impacts can be found in the Identification and Evaluation of Impacts portion of this document. Measures have been incorporated at various stages of this project to avoid, minimize, or mitigate impacts to resources. These include measures to protect the stream from bank erosion due to scouring and excess downstream sedimentation, to protect terrestrial habitat from soil impacts due to excavation and construction access, and to protect trees that may provide suitable habitat to protected bat species. Plans can be found in Appendix B (Appendix B: B-11 to B-26).

The project will meet the purpose and need by providing a structurally adequate structure and ensuring continued traffic on SR 75 by improving the condition rating of the structure to at least a 7 (good condition) or greater and improving scour protection, while maintaining the historic and architectural nature of the existing structure. It will also provide a widened clear roadway width and bridge railing that meet current standards.

The approximate termini for this project start 45 ft north of CR 750 South and end 1,023 ft north of the SR 75 and CR 750 South intersection. The termini were developed to be centered on SR 75 Bridge over Middle Fork Wildcat Creek and will be limited to only what is required for construction; however, incidental construction extends the project to the south. This project has independent utility because it does not rely on any other projects for completion or to satisfy the project's purpose and need.

The maintenance of traffic (MOT) for the project will require a closure of SR 75 with a detour using SR 26, US 421/SR 39, and SR 18. Full details of the MOT can be found in the MOT During Construction section of this document and in Appendix B (Appendix B: B-13 to B-14).

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.

There were six other alternatives that were considered for this project, which are listed in this section. Additional details regarding the following alternatives can be found in the HBAA located in Appendix D (Appendix D: D-147 to D-160). A new alternative was presented during the Section 106 process, which caused the previous preferred alternative to be dismissed. Additional information on the previous preferred alternative can be found in this section and in the HBAA Addendum that was completed in 2023 (Appendix D: D-212 to D-219).

Alternative A: Do Nothing/No Build

This alternative would have resulted in no federal funds expended and no action would have occurred. This alternative would not have improved the condition ratings of the bridge and channel work to repair scour would not have been completed. The bridge would have continued to deteriorate to the point where it would have been closed due to safety concerns. Based on engineering judgement, in its current state, the bridge could have remained open for approximately 15–20 years before closure or other restriction would have become necessary. The driving force for a restriction would have been the deteriorating condition of the concrete railings, spandrel wall, and cracking in the outer portions of the arch ring. While this alternative would have had no environmental impacts and no cost, it would not have improved the condition of the existing structure and would not have met the purpose and need. Therefore, this alternative has been dismissed from further consideration.

Alternative B1: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation

Note: While Alternative B1 is similar to Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation, Alternative B3 uses GFRP to repair the bridge instead of using the methods described below.

This alternative would have involved the rehabilitation of the existing structure to extend the service life of the bridge while it would have adhered to the SOI's Standards for Rehabilitation. This alternative would have removed and replaced the asphalt roadway and arch fill down to the existing unreinforced concrete arch. The arch, spandrel walls, and wing walls would have been patched and waterproofed while the architectural details of the bridge would have been preserved. Any cracks in the concrete would have been epoxy-injected along with the patching work mentioned. The existing bridge railing would have been cleaned to preserve the historic and architectural features of the railing with concrete patching as required to restore the railing to its original shape. Underdrains in the bottom of the arch fill would have been installed and directed to the existing abutment drains, which would have been cleaned and repaired as necessary. If the abutment drains would have collapsed, a new pipe would have been installed through the arch and concrete patched as necessary. Metal castings would have been added at the roadway surface to the arch drains located at the arch apex that would have facilitated maintenance and drainage.

This alternative would have required a design exception for usable shoulder width. The minimum criterion for usable shoulder width is 3 ft and this alternative would have provided 2 ft of usable shoulder width across the bridge. Additionally, this alternative would have required a Level 1 design exception for bridge railing. The existing bridge railing would not have met any current standards for bridge railing due to it being unreinforced and it has not been crash-tested. Accident data has been acquired for the years 2016–2018 in the area of the project. These design exceptions would likely be obtained due to there being no documented accidents within the project limits that are contributable to the bridge.

There is local scour at the north foundation of the existing arch exposing some of the top of the concrete footer. The scour hole would have been filled in and protected with riprap along with the existing stream banks. Riprap would have been placed around both abutments and wing walls for scour protection.

It was determined that existing ROW would have been needed to be reacquired for this alternative. It was anticipated that approximately 1.90 acres of ROW would have been needed to be purchased to pursue this option resulting in a cost of approximately $19,000. The estimated cost to rehabilitate the existing bridge for this alternative would have been $878,000 in 2024 dollars. The estimated total cost for this alternative would have been $897,000.

The alternative would have been feasible provided approved Level 1 design exceptions for usable shoulder width and bridge railing performance were obtained. This alternative would not have been prudent as the patching repairs to the bridge are not expected to improve the condition ratings of the superstructure and substructure to the target goals of 7. Further, the patching work would not

have been anticipated to provide an additional 25 years of service life to the bridge as most patching work typically lasts 10–15 years. This alternative would not have met the goals of a widened clear roadway width or a bridge railing meeting current standards.

The July 15, 2020, Consulting Parties Meeting discussed the possibility that would have replaced the existing bridge railing with a reinforced concrete railing section that would have matched the existing railing shape to meet the railing test level requirement (Appendix D: D-79 to D-94). A crashworthy railing would have to anchor into a bridge component that would have also been capable of resisting the crash loading (or crash impact), in this case, the spandrel walls. Therefore, the addition of rebar to the bridge railing would have likely resulted in additional bridge components needing reinforcement to meet design calculations (e.g., spandrel walls and arch ring). This scope of work is addressed in Alternative B2.

This alternative would not have met the purpose and need because it would not have provided a widened clear roadway width, or bridge railing that met current standards, a condition rating or 7 or greater, or added an additional 25 years of service life. Therefore, this alternative has been dismissed from further consideration.

Alternative B2: Rehabilitation for Continued Vehicular Use NOT Meeting SOI's Standards for Rehabilitation
This alternative would have involved the rehabilitation of the existing structure to extend the service life of the bridge without adhering to all of the SOI's Standards for Rehabilitation but would have maintained the architectural features and nature. The asphalt roadway and fill would have been removed down to the arch. The outer 1/3rd segments of the existing concrete arch along with the spandrel walls and railing would have been removed and replaced with reinforced concrete. All new reinforced concrete would have been made to match the existing architectural styles of the bridge. Concrete patching and epoxy crack injection would have been completed to the remaining middle arch segment and wing walls. The new and existing concrete would have been waterproofed. Underdrains in the bottom of the arch fill would have been installed and directed to the existing abutment drains, which would have been cleaned and repaired as necessary. The roadway deck drains on the existing structure would have been removed with the outer 1/3rd arch segments and replaced with metal castings with cast iron pipe located at the apex of the arch on each side of the bridge.

This alternative would have provided the minimum usable shoulder width of 3 ft. To accomplish this, the spandrel wall and concrete railings would have been reduced in width from their original cross section. The outer dimensions and architectural features of the spandrel walls and railing would have been maintained. The concrete bridge railing would have been reinforced and designed for crash loading standards and shaped to mimic the original railing. The bridge railing would not have required a Level 1 design exception.

The scour hole would have been filled and riprap placed for scour protection in the same manner as Alternative B1.

It was determined that existing ROW would have been needed to be reacquired for this alternative. It was anticipated that approximately 1.90 acres of ROW would have been needed to be purchased to pursue this option resulting in a cost of approximately $19,000. The estimated construction cost to rehabilitate the existing bridge for this alternative would have been $1,227,000 in 2024 dollars. The estimated total cost for this alternative would have been $1,246,000.

This alternative would have been feasible and met the purpose. This alternative was anticipated to provide a 25-year service life. From the Consulting Parties Meeting on July 15, 2020, it was discussed that the unique construction method of unreinforced concrete was a primary factor for this bridge's Select status (Appendix D: D-79 to D-94). Additionally, this bridge is one of two such examples of an unreinforced concrete arch in the state. Therefore, this alternative would not have been prudent because adding reinforcing into the structure would have been anticipated to result in adverse impacts to the historic nature of the bridge.

This alternative would have met the purpose and need by providing a structurally adequate structure. However, this alternative would have had adverse impacts to the historic bridge. Therefore, this alternative has been dismissed from further consideration.

Alternatives C1 & C2: Rehabilitation for Continued Vehicular Use (1-way pair option)
These alternatives would have involved the rehabilitation of the existing structure with a new, one-way bridge constructed adjacent to the existing structure. The existing historic bridge would have carried traffic southbound, while the new bridge would have carried traffic northbound on SR 75. The proposed work on the existing bridge for Alternatives C1 and C2 would have been the same as the proposed work for Alternatives B1 and B2, respectively. These alternatives would have been feasible. However, because Alternatives B1 and B2 were not prudent, these alternatives would have been considered not prudent as well because they each include the same work from the above-mentioned B alternatives.

Alternative C1 would not have met the purpose and need because it would not have provided a bridge railing that met current standards. Alternative C2 would have met the purpose and need by providing a structurally adequate structure, but would have had adverse impacts to the historic bridge. Therefore, these alternatives have been dismissed from further consideration.

Alternative D: Bypass (non-vehicular use)/Build New Structure
This alternative would have consisted of building a new bridge to bypass the existing historic structure. The existing bridge would have remained in place due to its status as a Select-Historic bridge. The new, bypass bridge would not have impacted the existing arch or its foundations.

The proposed work on the existing bridge would have been similar to the proposed work in Alternative B1. The work would have included removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would have been included while preserving all architectural details of the bridge. Any cracks in the concrete would have been epoxy injected along with the patching work mentioned. The existing bridge railing would have been cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would have been installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could have been incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would have been removed. The asphalt pavement over the existing bridge would have been replaced to aid in surface drainage. All existing guardrail would have been removed. Riprap would have been placed at both abutments to repair the scour hole at the north abutment and protect from future scour.

The proposed bypass bridge would have been a single-span multibeam bridge and feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would have been constructed parallel and to the east of the existing historic bridge. The location of the new bridge had been chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge would have met all INDOT Level 1 criteria and was sized at approximately 80-ft long and 33-ft wide. The new bridge would have been offset from the existing bridge approximately 30–35 ft to avoid impacting the wing walls of the existing structure.

Interpretive signage would have been added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would have been included with pedestrian access to the bridge.

The wetland located to the east of the bridge would have been impacted and would have required mitigation. The impact and mitigation requirements would have been the same as previous alternates.

This alternative would have required the acquisition of approximately 6.487 acres of permanent ROW, which would have extended the ROW 39.9 ft to 284.4 ft from the SR 75 centerline. No temporary ROW would have been required. The ROW acquisition cost would have been approximately $65,000. The construction cost for this alternative would have been estimated at $2,188,000 in 2024 dollars. The total cost for this alternative, including ROW, rehabilitation of the existing bridge, wetland mitigation, and construction of the new bridge, would have been estimated at $2,373,000 in 2024 dollars.

This alternative would have been feasible without the need for design exceptions and met all primary and secondary goals. The proposed work to the existing bridge would have been expected to provide a 25-year service life because vehicle loading would not be applied to the bridge and road salts would not be applied to the existing bridge's road surface. This alternative would have preserved the Select, historic status of the existing bridge and incorporated pedestrian access to the historic bridge.

Alternative D would have met the purpose and need. It was determined to not be prudent due to the additional impacts to the environment and additional costs. Therefore, this alternative was dismissed from consideration.

Previous Preferred Alternative
This alternative would have consisted of building a new bridge to bypass the existing historic structure (Appendix D: D-157). Below the work to the Historic Bridge and then the Bypass Bridge are described with separate headings. The following table details the changes between the original design and the current preferred alternative.

Element	Original Design (Original Alternative D)	Bypass Design (Revised Alternative D)	Current Preferred Alternative (B3)
Pedestrian path	None	Two 5-ft wide paths will be added near the historic bridge	None
Original bridge design	Single-span spandrel concrete arch bridge to be rehabilitated for non-vehicular use	Single-span spandrel concrete arch bridge to be rehabilitated for non-vehicular use	Single-span spandrel concrete arch bridge reinforced with glass fiber reinforced polymer rebar (GFRP) for vehicular use
Bypass bridge design	Single-span multi-beam bridge	Three-span continuous composite pre-stressed concrete I-beam, Type II bridge	N/A
Bypass bridge dimensions	80-ft long by 33-ft wide	121-ft long by 39-ft wide	N/A
Bypass bridge offset	30 to 35 ft east of historic bridge	40 ft east of historic bridge	N/A
Permanent ROW	6.487 acres	1.95 acres	0.034
Temporary ROW	None	0.43 acre	None
Project length	1,300 ft	1,650 ft	978 ft

Historic Bridge work (Des. No. 1703010): This work would have included removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Cleaning, patching, and waterproofing the arch, spandrel walls, and wing walls would have been included while preserving all of the architectural details of the bridge. Any cracks in the concrete would have been epoxy-injected in addition to the patching work mentioned. The existing bridge railing would have been cleaned to preserve the historic and architectural features of the railing with concrete patches as required to restore the railing to its original shape. A waterproof membrane and underdrains in the arch fill would have been installed and the existing abutment drains would have been repaired. Class II riprap on geotextiles would have been placed at both abutments to repair the scour hole at the north abutment and around the foundations and wing walls to protect the structure from future scour.

The asphalt pavement to the south of the existing bridge would have been incorporated into a newly constructed parking pull-off area. The asphalt pavement north of the existing bridge would have been removed. The asphalt pavement over the existing bridge would have been replaced to aid in surface drainage. The existing roadway drains would have been plugged and all disturbed concrete would have been patched.

Interpretive signage would have been added to inform the public about the historic bridge. A newly constructed parking pull-off area for vehicles would have included three parking spaces. A 5-ft wide pedestrian path with a pedestrian fence lining the path would have been added west of the existing bridge and would have ended at a pedestrian viewing area. A second 5-ft wide pedestrian path would have extended from the parking pull-off area to the approximate center of the bridge. Additional pedestrian fence would have been added on the east, west, and north sides of the bridge.

Bypass Bridge work (Des. No. 2101206): The bypass bridge would have been a three-span continuous composite pre-stressed concrete I-beam, Type II bridge (Structure No. 075-08-10725). The bridge would have been 121-ft long with an out-to-out coping width of 39 ft and a 5-degree skew. The bridge would have been constructed parallel and to the east of the existing historic bridge. The bridge would have been offset approximately 40 ft to the east to avoid impacting the wing walls of the existing structure. Class I riprap on geotextiles would have been placed along Middle Fork Wildcat Creek. Drainage turnouts made from revetment riprap on geotextiles would have been added on the west side of the bridge north and south of the creek.

Three driveways would have been relocated/reconstructed to connect to the new alignment of SR 75. All existing guardrail would have been removed and upgraded to current standards.

There are several drainage structures within the project area, while some would not have been disturbed, others would have had temporary inlet or pipe end protection installed and others would have had permanent revetment riprap aprons installed at the inlet and/or outlet.

A sump hole would have been used as a pump intake for a temporary pump-around dewatering system that would utilize cofferdams at the inlet of Middle Fork Wildcat Creek. Several temporary modified check dams would have been placed along ditches throughout the project area. The ditches would have varied based on both location and erosion control measures, while some would have been seeded and would have had erosion control blankets, others would have been sodded, contain riprap, or would have been paved concrete Type B ditches. Temporary gravel rings would have been wrapped around pipe inlets and would have connected to the temporary check dams. Flow would have been maintained to minimize impacts to waterways/drainages. Filter bags would have been used on all dewatering trenches. The cofferdams and pump-around system would have been temporary and removed after construction was completed. Temporary gravel construction entrances would have been used.

The 2022 project design would have required approximately 1.95 acres of permanent ROW from residential and agricultural lands east of SR 75, which would have extended the ROW 40 ft to 150 ft east of the centerline at the project location only. It also would have required approximately 0.43 acre of temporary ROW from residential lands east of SR 75. The ROW acquisition cost would have been approximately $85,000. The construction cost for this alternative would have been estimated at $2,563,100 in 2026 dollars. The total cost for this alternative, including ROW, rehabilitation of the existing bridge, wetland mitigation, and construction of the new bridge, would have been estimated at $3,006,000 in 2026 dollars.

The previous preferred alternative would have met the purpose and need. However, there were increased costs and project impacts to the environment as well as a comment from a consulting party regarding how to repair the existing structure while still maintaining the SOI. Therefore, this alternative was dismissed from consideration after further analysis. Due to Alternative D: Bypass (non-vehicular use)/Build New Structure being dismissed, Des. No. 2101206 is no longer needed for this project.

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

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

ROADWAY CHARACTER:

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

Name of Roadway	SR 75			
Functional Classification:	Rural – State Collector			
Current ADT:	2,380	VPD (2026)	Design Year ADT:	2,500 VPD (2046)
Design Hour Volume (DHV):	255	Truck Percentage (%)	5.1	
Designed Speed (mph):	55	Legal Speed (mph):	55	

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel lanes		Travel lanes	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	2	ft.	2.5 at the bridge, 2.5–7 beyond the bridge	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

BRIDGES AND/OR SMALL STRUCTURE(S): Historic Bridge

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): 075-08-03486; NBI No. 24960 Sufficiency Rating: 73.6 (2023 INDOT Bridge Inspection Report)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Spandrel concrete arch		Spandrel concrete arch	
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:	28	ft.	28	ft.
Outside to Outside Width:	34.5	ft.	34.5	ft.
Shoulder Width:	2	ft.	2.5	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.

There is one bridge, a 73-ft long by 34.5 ft out-to-out deck width single-span spandrel concrete arch (Structure No. 075-08-03486; NBI No. 24960), present within the project area. This structure is a Historic Select bridge that was built in 1942 and was constructed without the use of structural steel due to a shortage of steel during World War II. This structure is the focus of the project and details about this structure can be found in the Project Description section of this document and in the INDOT Bridge Inspection Report (Appendix I: I-3 to I-23). This structure will be rehabilitated for this project.

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): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

There are several culverts present within the project area, which are detailed in the following table.

Structure No.	Size	Type	Work Required
101	15-inch by 52-ft long	Reinforced concrete pipe (RCP)	Do Not Disturb
102	8-inch by 29-ft long	Polyvinyl chloride (PVC) pipe	Do Not Disturb
201	15-inch by 60-ft long	Type 3 pipe with 2 end sections	Flat top grate casting on catch basin
202	18-inch by 225-ft long	Type 2 pipe with 2 end sections	Flat top grate casting on catch basin
103	12-inch	PVC pipe	Do Not Disturb

Additional information regarding these structures can be found in Appendix B (Appendix B: B-15).

No other bridges or small structures are located within the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a closure of SR 75 with a detour using SR 26, US 421/SR 39, and SR 18. The detour is 19.5 miles and will add approximately 22 minutes to the commute. The MOT will be in place for approximately four months. Access to all properties will be maintained during construction. The MOT plan can be found in Appendix B (Appendix B: B-13 to B-14).

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 426,967 (2022) Right-of-Way: $ 40,000 (2026) Construction: $ 4,999,000 (2027)

Anticipated Start Date of Construction: Spring 2027

Note: INDOT Des. No. 1703010 is listed as a Lead Des. No. on the Statewide Transportation Improvement Program (STIP).

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.034	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	0.034	0

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

The existing ROW varies from 40 to 60 ft on each side of the SR 75 centerline throughout the project area. The existing ROW consists of maintained grass shoulders, residential yards, and agricultural lands.

The project will require approximately 0.034 acre of permanent ROW from residential land east of SR 75, which will extend the ROW 60 ft from the centerline. No temporary ROW will be required for this project.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on January 6, 2021 (Appendix C: C-2 to C-5). Re-coordination letters were sent on August 26, 2022 (Appendix C: C-15 to C-18), due to adding pedestrian paths, updating the bridge type and size, increasing the offset amount, reducing permanent ROW, adding temporary ROW, and increasing the project length. Second re-coordination letters were sent on May 17, 2024 (Appendix C: C-28 to C-32), due to the new rehabilitation alternative, reduced project limits, and reduced ROW. Additional coordination was completed online on May 7, 2024.

Agency	Date Sent	Date Response Received	Appendix
Indiana Geological and Water Survey (IGWS) (Completed online via the website)	5/7/2024	5/7/2024	Appendix C: C-33 to C-34
Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW)	1/6/2021, 8/26/2022, and 5/17/2024	2/3/2021, 9/23/2022, and 5/17/2024	Appendix C: C-11 to C-14, C-27, and C-35
Indiana Department of Environmental Management (IDEM) wellhead	5/7/2024	No response received	N/A
IDEM	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
U.S. Department of Housing and Urban Development	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A

INDOT – LaPorte District – Env. Section Manager	1/6/2021, 8/26/2022, and 5/17/2024	1/8/2021 and 6/3/2024	Appendix C: C-7 and C-39
INDOT – LaPorte District – Project Manager	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
U.S. Fish and Wildlife Service (USFWS)	1/6/2021, 8/26/2022, and 5/17/2024	1/19/2021 and 9/20/2022	Appendix C: C-10 and C-22
Natural Resources Conservation Service (NRCS)	1/6/2021, 8/26/2022, and 5/17/2024	1/14/2021, 8/31/2022, and 5/23/2024	Appendix C: C-8 to C-9, C-20 to C-21, and C-37 to C-38
INDOT – Office of Aviation	1/6/2021, 8/26/2022, and 5/17/2024	1/6/2021, 8/29/2022, and 5/20/2024	Appendix C: C-6, C-19, and C-36
U.S. Army Corps of Engineers (USACE) – Louisville District	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
USACE – Chicago District	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Area Plan Commission of Tippecanoe County (APCTC) Metropolitan Planning Organization (MPO)	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Council Members	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Commissioner Members	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Area Plan Commission	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Soil and Water	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Surveyor's Office	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
INDOT-Cultural Resources Office (CRO)	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll Consolidated School Corporation	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Democrat Township Fire Department	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Emergency Medical Services	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Carroll County Sheriff's Department	1/6/2021, 8/26/2022, and 5/17/2024	No response received	N/A
Soil and Water Conservation District of Carroll County	8/26/2022 and 5/17/2024	No response received	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

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

Total stream(s) in project area: 408.3 Linear feet Total impacted stream(s): 122 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)
Middle Fork Wildcat Creek	Perennial	408.3	122	Located in the center of the project area, flows southeast to northwest, Likely a Waters of the U.S. (Appendix F: F-16)

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: B-4), and the Red Flag Investigation (RFI) report and RFI re-checks (Appendix E: E-2 to E-17), there are 9 IDEM 303d Listed stream (impaired) segments and 30 river and stream segments mapped within the 0.5-mile search radius. There is one IDEM 303d Listed stream (impaired) segment and one stream segment, both the Middle Fork Wildcat Creek, mapped within or adjacent to the project area. That number was confirmed by the site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc. No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways; or National Rivers Inventory waterways are present in the project area.

One IDEM 303d Listed stream segment, Middle Fork Wildcat Creek, is located within the project area. The Middle Fork Wildcat Creek is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protection equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. This firm commitment is included in the Environmental Commitments section of this CE document.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on May 17, 2022. Please refer to Appendix F (Appendix F: F-2 to F-23) for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream and five roadside ditches are present within the project area. Middle Fork Wildcat Creek is located in the center of the project area and is an average quality, perennial stream that flows southeast to northwest and has an ordinary high water mark (OHWM) of 37.8-ft wide and 2.4-ft deep (Appendix F: F-16). Riffles/pools were present within the stream. The substrate consisted of sand and gravel. The stream is likely a Waters of U.S. Five roadside ditches (RSDs 1–5) are present within the project area. RSDs 1 and 2 are located on the west side of SR 75, while RSDs 3–5 are located on the east side. The roadside ditches did not display a clearly-defined OHWM or streambed and are not considered streams. The roadside ditches are considered non-jurisdictional features. The USACE makes all final determinations regarding jurisdiction.

The project will require impacts to the waterway due to work within Middle Fork Wildcat Creek. Measures have been incorporated at various stages of this project to avoid, minimize, or mitigate impacts. These include measures to protect the stream from bank erosion due to scouring and excess downstream sedimentation, structure design and grading parameters to protect the natural stream channel, measures to protect the passage of wildlife and fish or aquatic organisms, and riprap design measures to protect low-flow areas and habitat for aquatic organisms. Approximately 122 linear ft (0.029 acre) of permanent impacts and no temporary impacts to the stream, from riprap installation at the bridge, are expected. Impacts from the placement of riprap over geotextiles amount to 122 linear ft (0.029 acre) of impacts below the OHWM of Middle Fork Wildcat Creek. These impacts are unavoidable because this work

is required to provide scour protection to the bridge. Mitigation will be determined during permitting, but is not anticipated at this time. IDEM 401 and USACE 404 Clean Water Act permits will likely be required.

IDNR-DFW responded with a signed letter on February 3, 2021, with standard recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. In-stream impacts regarding flow velocity and the passage of fish and wildlife should be considered when selecting a preferred alternative and using streambed stabilization materials. Other measures include minimizing in-channel disturbance, minimizing the movement of re-suspended bottom sediment, not allowing construction materials or debris to fall in the waterway, and stabilizing disturbed areas and preventing erosion by seeding streambanks. A full list of recommendations can be found in Appendix C (Appendix C: C-11 to C-14). IDNR-DFW responded to the re-coordination letter with a signed letter on September 23, 2022, stating that all of the recommendations in the previous letter still apply (Appendix C: C-27). IDNR-DFW responded to the 2nd re-coordination letter on May 17, 2024, stating that if the full rehabilitation is the limit of the project scope, then the previous recommendations should suffice (Appendix C: C-35).

USFWS responded on January 19, 2021, stating that since the project will have minor impacts on natural resources, the USFWS will not be providing a comment letter (Appendix C: C-10). USFWS responded to the re-coordination letter on September 20, 2022, stating that it assumes the letter is for the modified project. If not, and if the impacts have increased so that more mitigation is needed, then USFWS should be notified. Otherwise, USFWS has no further concerns about this project (Appendix C: C-22). Mitigation will be determined during permitting, but is not anticipated at this time.

INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) responded to an inquiry about updating the Waters report based on the updated preferred alternative on October 18, 2024, stating that due to the investigated area covering the area where any work will occur or need permits for, then the Waters report does not need to be revised. However, the initial field date should be within five years of the permit application submittal (Appendix F: F-24 to F-25). Permits were not submitted prior to June 23, 2025; therefore, additional fieldwork will be required in order to obtain permits. This has been added as a firm commitment in the Environmental Commitments section of this document.

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: B-4), and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), there are no open water features mapped within the 0.5-mile search radius. There are no open water features mapped within or adjacent to the project area, which was confirmed by the site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on May 17, 2022. Please refer to Appendix F (Appendix F: F-2 to F-23) for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are no open water features within the project. Therefore, no impacts to open water features will occur.

INDOT EWPSO responded to an inquiry about updating the Waters report based on the updated preferred alternative on October 18, 2024, stating that due to the investigated area covering the area where any work will occur or need permits for, then the Waters report does not need to be revised. However, the initial field date should be within five years of the permit application submittal (Appendix

F: F-24 to F-25). Permits were not submitted prior to June 23, 2025; therefore, additional fieldwork will be required in order to obtain permits. This has been added as a firm commitment in the Environmental Commitments section of this document.

	Presence	Impacts	
		Yes	No
Wetlands			

Total wetland area: N/A Acre(s) Total wetland area impacted: N/A Acre(s)

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

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

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	May 17, 2022
Wetland Delineation		
USACE Isolated Waters Determination		

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B: B-4), and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), there are nine wetlands mapped within the 0.5-mile search radius. There are three wetlands mapped within or adjacent to the project area. That number was updated to no wetlands present within the project area by the site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on May 17, 2022. Please refer to Appendix F (Appendix F: F-2 to F-23) for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no wetlands are present within the project. Therefore, no impacts are expected.

INDOT EWPSO responded to an inquiry about updating the Waters report based on the updated preferred alternative on October 18, 2024, stating that due to the investigated area covering the area where any work will occur or need permits for, then the Waters report does not need to be revised. However, the initial field date should be within five years of the permit application submittal (Appendix F: F-24 to F-25). Permits were not submitted prior to June 23, 2025; therefore, additional fieldwork will be required in order to obtain permits. This has been added as a firm commitment in the Environmental Commitments section of this document.

County Carroll Route SR 75 Des. No. 1703010

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 1.41 Acre(s) Total tree clearing: 0.053 Acre(s)

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

Based on a desktop review, site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc., and the aerial map of the project area (Appendix B: B-4), there is wooded, agricultural, and maintained residential lands within the project area. The dominant species observed include crab grass (*Digitaria ciliaris*), reed canary grass (*Phalaris arundinacea*), and poison ivy (*Toxicodendron radicans*).

Approximately 0.053 acre of tree trimming or removal will occur due to work occurring for erosion protection, roadside ditch clearing, and grading. In addition, approximately 0.034 acre of permanent ROW will be taken from residential land east of SR 75. The project will require impacts to terrestrial habitat. Measures have been incorporated at various stages of this project to avoid, minimize, or mitigate impacts. These include measures to protect terrestrial habitat from soil impacts due to excavation and construction access and to protect trees that may provide suitable habitat to protected bat species. These impacts are unavoidable because this work is necessary to rehabilitate the bridge, while also adding riprap for scour protection. Mitigation is not anticipated. Approximately 1.4 acres of total soil disturbance is expected for construction activities to take place. A Construction Stormwater General Permit, formerly known as the Rule 5 permit, will likely be required as the total soil disturbance exceeds the 1-acre threshold.

IDNR-DFW responded with a signed letter on February 3, 2021, with standard recommendations to revegetate bare and disturbed areas with native species, to minimize and contain within the project area the clearing of trees and brush, and time restrictions on cutting from April 1 through September 30 (Appendix C: C-11 to C-14). IDNR-DFW responded to the re-coordination letter with a signed letter on September 23, 2022, stating that all of the recommendations in the previous letter still apply (Appendix C: C-27). IDNR-DFW responded to the 2nd re-coordination letter on May 17, 2024, stating that if the full rehabilitation is the limit of the project scope, then the previous recommendations should suffice (Appendix C: C-35).

USFWS responded on January 19, 2021, stating that since the project will have minor impacts on natural resources, the USFWS will not be providing a comment letter (Appendix C: C-10). USFWS responded to the re-coordination letter on September 20, 2022, stating that it assumes the letter is for the modified project. If not, and if the impacts have increased so that more mitigation is needed, then USFWS should be notified. Otherwise, USFWS has no further concerns about this project (Appendix C: C-22).

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	LAA
		X	

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: E-2 to E-10), completed by ASC Group, Inc. on June 10, 2021, the IDNR Carroll County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter signed on February 3, 2021, and September 23, 2022 (Appendix C: C-11 to C-14 and C-27), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on February 24, 2020, which 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: C-40 to C-51). 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 NLEB. Refer to the paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on June 3, 2024, and no evidence of bats/birds or signs of bats/birds found using the structure (Appendix C: C-65). An effect determination key was completed on June 18, 2024, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C: C-52 to C-64). INDOT reviewed and verified the effect finding on June 19, 2024, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) for this project include: General AMM 1, Lighting AMM 1, and Tree AMMs 1–4. AMMs and/or commitments are included as firm commitments in the Environmental Commitments section of this document.

The official species list generated from IPaC indicated four other species, tricolored bat (*Perimyotis subflavus*)-proposed endangered; whooping crane (*Grus americana*)-experimental population, non-essential; salamander mussel (*Simpsonaias ambigua*)-proposed endangered; and monarch butterfly (*Danaus plexippus*)-candidate, present within the project area. No impacts are expected to these species or their habitats as a result of this project as species with these statuses do not receive protection under the Endangered Species Act. The project does not qualify for the most current INDOT/USFWS agreement.

There is proposed critical habitat for the salamander mussel, which is a federally proposed endangered species, that overlaps with the project area. Coordination with INDOT ESD occurred on June 24, 2024. INDOT ESD sent a coordination letter to USFWS on July 19, 2024, which determined that the project was found to "may affect, but is not likely to adversely affect" the salamander mussel (Appendix C: C-66 to C-70). USFWS responded on August 19, 2024, stating that the final listing decision for the salamander mussel and its critical habitat is expected in late August 2024 (Appendix C: C-71 to C-73). The nearest mussel record is a fresh dead specimen that was located approximately 5 miles downstream of the project. The project expects to impact the stream due to riprap placement

along a portion of the bank for stabilization and scour protection. No mussels are likely present in the scoured areas and limited habitat exists along the bank. Therefore, USFWS concurs that the project is not likely to adversely affect the salamander mussel or adversely modify salamander mussel critical habitat. Furthermore, the project is not likely to jeopardize the continued existence of the species. USFWS recommended the following:

1) Minimize heavy equipment use within the stream channel and where possible complete work from the bank.
2) Coordinate with the Service and the IDNR-DFW if any freshwater mussels are encountered during construction to facilitate relocation of the animals to a safer area.
3) Implement pollution prevention and control measures during construction to reduce the potential for hazardous chemicals, construction material, and debris to enter the stream. This includes placing refueling staging areas, fuel storage, and hazardous materials away from the creek. If hydro-demolition is required, use a tarp or collection system to prevent debris from falling into the stream. Any material that inadvertently falls into the stream shall be immediately removed without dragging it through the stream channel.
4) Inspect equipment to be used in the stream, using accepted protocols, to confirm it is free of zebra mussel adults and veligers (the final larval stage of certain mollusks) (Appendix C: C-68 to C-70).

These firm commitments are included in the Environmental Commitments of this document.

A bridge inspection occurred on June 3, 2024, and no bats or guano were found (Appendix C: C-65). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 3, 2026, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments of this document.

Migratory Birds

Structure No. 075-08-03486; NBI No. 24960 is located on SR 75 over Middle Fork Wildcat Creek and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1), the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8–April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1–September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP/RSP.

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

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

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

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: B-3) and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 7, 2024, IGWS did not indicate that karst features exist in the project area (Appendix C: C-33 to C-34). IGWS did indicate that there is a moderate liquefaction potential

with a one percent annual chance flood hazard, low potential for bedrock resources, and a high potential for sand and gravel resources. The response from IGWS has been communicated with the designer on May 14, 2024. No impacts are expected.

SECTION C – OTHER RESOURCES

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

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

Wellhead Protection Area and Source Water
The IDEM's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on May 7, 2024, by ASC Group, Inc. 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 on May 7, 2024, by ASC Group, Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary
Based on a desktop review of INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by ASC Group, Inc. on May 7, 2024, this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System
Based on a desktop review, site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc., and the aerial map of the project area (Appendix B: B-4), no public water systems were identified. Therefore, no impacts are expected.

Floodplains	**Presence**	**Impacts**	
		Yes	**No**
Project located within a regulated floodplain	X	X	
Longitudinal encroachment			
Transverse encroachment	X	X	
Homes located in floodplain within 1,000' up/downstream from project			

If applicable, indicate the Floodplain Level?

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

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

Based on a desktop review of The IDNR Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by ASC Group, Inc. on May 7, 2024, and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), a portion of this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F: F-26). Early coordination and re-coordination letters were sent on January 6, 2021, August 26, 2022, and May 17, 2024, to the local Floodplain Administrator, Carroll County Area Plan Commission. The floodplain administrator did not respond within the 30-day time frames. This project qualifies as a Category 3, per the current INDOT CE Manual, which states that the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

A Construction in a Floodway (CIF) permit is not anticipated even though work will occur within the 100-year floodway due to the drainage area being less than 50 square miles in a rural area.

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

Total Points (from Section VII of CPA-106/AD-1006*) **155**

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

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

Based on a desktop review, site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc., and the aerial map of the project area (Appendix B: B-4), the project will convert less than 0.001 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on January 6, 2021, to NRCS. Originally, the project design included additional permanent ROW and coordination with NRCS stated that 6.03 acres of farmland would be converted, with a score of 155 on the AD 1006 Form (Appendix C: C-8 to C-9). A re-coordination letter with an updated project design and ROW take was sent on August 26, 2022, to NRCS that resulted in a score of 157 on the AD 1006 Form (Appendix C: C-20 to C-21). The NRCS form states less than 0.001 acre of prime and unique farmland will be converted, while the permanent ROW will convert 0.88 acre of farmland to a transportation use. A 2nd re-coordination letter with an updated preferred alternative and reduced project limits and ROW take was sent on May 17, 2024, to NRCS that resulted in a score of 155 on the AD 1006 Form (Appendix C: C-37 to C-38).

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			X

Full 106 Effect Finding

No Historic Properties Affected	No Adverse Effect	Adverse Effect
X		

Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)		ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	April 1, 2021	April 22, 2021
800.11 Documentation	X	April 1, 2021	April 22, 2021
Historic Properties Report or Short Report	X	April 24, 2020	May 11, 2020
Archaeological Records Check and Assessment	X	May 12, 2020	June 9, 2020
Archaeological Phase Ia Survey Report	X	May 12, 2020	June 9, 2020
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.

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their undertaking on properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

Full Section 106

The Area of Potential Effects (APE) contains one property eligible for listing in the NRHP: SR 75 Bridge over Middle Fork Wildcat Creek (Structure No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures Inventory (IHSSI) No. 015-553-65048), which will hereafter be referred to as Structure No. 075-08-03486. This bridge is an unreinforced, concrete arch bridge built in 1942. The Indiana Historic Bridge Inventory (IHBI) determined that Structure No. 075-08-03486 is eligible for listing in the NRHP under Criterion A because it was constructed during World War II by the Indiana State Highway Commission (ISHC) without the use of structural steel, due to a steel shortage during the war, and because the bridge retains the historic integrity necessary to convey its historical significance. The IHBI also determined the bridge is eligible under Criterion C because it exemplifies an uncommon highway bridge type in Indiana. The bridge is classified as Select in the IHBI. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The bridge was determined eligible in the IHBI. Per the terms of the "Programmatic Agreement Regarding Management of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Structure No. 075-08-01486 is a "Select" bridge, the procedures outlined in Stipulation III.A of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. The finding of effect for this project only applies to other resources located within the APE and not the bridge. No other properties within the APE are listed in or recommended eligible for listing in the NRHP. SHPO agrees that the changes in preferred alternatives do not impact the finding of "No Historic Properties Affected" and it remains valid.

Area of Potential Effects (APE):

The APE is defined in Section 106 of the NHPA of 1966, as amended, as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist." The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The above-ground APE for this project area is a rectangular-shaped area determined by sight lines to and from the project (Appendix D: D-12 to D-13). The archaeological APE was defined by a survey area encompassing approximately 6.3 acres that included all of the existing and proposed ROW required for the undertaking.

Coordination with Consulting Parties:

On February 25, 2020 (Appendix D: D-28 to D-37), the following parties were invited to be Section 106 consulting parties to aid in the identification of historic properties. INDOT is acting on behalf of FHWA and SHPO is an automatic consulting party. Parties listed in **bold** have agreed to be consulting parties:

Contact	Response Date	Appendix
IDNR-DHPA, which serves as the staff of the Indiana State Historic Preservation Officer (SHPO)	**March 10, 2020; May 11, 2020; June 9, 2020; August 13, 2020; February 10, 2021; March 3, 2021; April 22, 2021; May 18, 2021; February 7, 2022; September 22, 2022; September 21, 2023**	**Appendix D: D-48 to D-49; D-62 to D-64; D-71 to D-73; D-117 to D-119; D-127 to D-129; D-144; D-164 to D-166; D-168 to D-169; D-184 to D-186; D-201 to D-203; D-225 to D-227**
INDOT-CRO	**February 19, 2021; February 25, 2021; June 4, 2021; September 2, 2021; September 15, 2022; June 19, 2024**	**D-139; D-142; D-170 to D-171; D-172; D-199; D-228 to D-229**
Carroll County Commissioner, District 1	N/A	N/A
Carroll County Commissioner, District 2 and Vice Chairman	N/A	N/A
Carroll County Commissioner, District 3 and Chairman	N/A	N/A
Carroll County Highway Department	N/A	N/A
Area Plan Commission of Tippecanoe County (APCTC)	**March 4, 2020 (Accepted); April 24, 2020**	**Appendix D: D-46 to D-47; D-59**
Carroll County Area Plan Commission	**February 27, 2020 (Accepted)**	**Appendix D: D-38 to D-41**
Carrol County Economic Development	N/A	N/A
Indiana Landmarks, Western Regional Office	**March 10, 2020 (Accepted)**	**Appendix D: D-50 to D-51**
Carroll County Historian	**September 22, 2022; August 24, 2023**	**Appendix D: D-200; D-222**
Carroll County Historical Society	N/A	N/A
DePauw University Professor Emeritus of History	N/A	N/A
Indiana Historic SPANS Task Force	**March 1, 2020 (Accepted); February 10, 2021; February 18, 2021; September 14, 2022; August 26, 2023**	**Appendix D: D-42 to D-43; D-130; D-140; D-196 to D-198; D-223**
Historic Hoosier Bridges	N/A	N/A
HistoricBridges.org	N/A	N/A
Historic Bridge Foundation	N/A	N/A
Heartland Heritage, Inc.	**March 3, 2020 (Accepted); February 18, 2021; February 25, 2021**	**Appendix D: D-44 to D-45; D-131 to D-138; D-141**
Delphi Preservation Society	**March 3, 2021 (Accepted)**	**Appendix D: D-143**
NICHES Land Trust	N/A	N/A

Carroll County Wabash & Erie Canal	N/A	N/A
Carroll County Chamber of Commerce	N/A	N/A
Promoting Wildcat Valley	**February 25, 2021 (Accepted)**	**Appendix D: D-141**
IDNR, Division of Outdoor Recreation	N/A	N/A
Wildcat Guardians	N/A	N/A
Eastern Shawnee Tribe of Oklahoma	N/A	N/A
Miami Tribe of Oklahoma	**March 23, 2020 (Accepted)**	**Appendix D: D-54**
Peoria Tribe of Indians of Oklahoma	N/A	N/A
Pokagon Band of Potawatomi Indians	N/A	N/A
Forest County Potawatomi Community	**March 23, 2020 (Accepted); May 27, 2020; August 25, 2022; August 30, 2023**	**Appendix D: D-52 to D-53; D-70; D-195; D-224**
Adams Mill, Inc.	**February 25, 2021 (Accepted)**	**Appendix D: D-141**

In its response letter dated March 10, 2020, SHPO requested that they be provided with a list of accepted consulting parties (Appendix D: D-48 to D-49).

No other responses were received in response to the consulting party invitation.

By email dated June 23, 2020, the consulting parties were invited to a virtual Consulting Parties Meeting, scheduled for July 15, 2020 (Appendix D: D-74 to D-75). A follow-up email dated July 14, 2020, reminded the consulting parties of the meeting and provided an agenda (Appendix D: D-76). Following the meeting, a meeting summary was distributed to all of the consulting parties on July 27, 2020 (Appendix D: D-77 to D-116).

On August 13, 2020, SHPO concurred with the meeting summary and stated that "widening the bridge would drastically change character-defining features that would result in an adverse effect." Also, that using concrete rather than asphalt on the roadway surface "would not impact its historic character to the same effect as widening since its current condition of asphalt is already a previous replacement material" (Appendix D: D-117 to D-119).

History of Project Development:
This project has undergone several project designs. In 2020, following the completion of the original HBAA, INDOT received public feedback expressing concerns with the impacts associated with the identified preferred alternative as well as consulting party feedback suggesting exploration of new methods for rehabilitation of the existing historic structure. This feedback caused a re-examination of alternatives due to additional opportunities to rehabilitate the existing structure for continued vehicular use while minimizing impacts to the surrounding area.

The revised HBAA states that the new preferred alternative is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation. This new preferred alternative involves the rehabilitation of the existing structure to extend the service life of the bridge, while adhering to the SOI's Standards for Rehabilitation as closely as is practicable. The work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls will be included while preserving all architectural details of the bridge. GFRP will be used as an alternative to steel reinforcing for the replacement bridge railing and other repairs, as it is non-visible and will not alter the nature of the existing bridge, which lacks structural steel.

Original Historic Bridge Alternatives Analysis (HBAA):
INDOT's consultant, HWC Engineering, Inc., prepared a HBAA (Appendix D: D-147 to D-160) for this bridge per the requirements of the Historic Bridge PA; Stipulation III.A. This document was distributed for consulting party review and comment in emails dated January 11, 2021, and a digital copy of the document was sent to SHPO on January 11, 2021 (Appendix D: D-120 to D-126). A hard copy of the correspondence and HBAA was also sent to SHPO. The preliminary preferred alternative that resulted from the original HBAA was Alternative D, Bypass (non-vehicular Use)/Build New Structure. This alternative, as stated in the HBAA, "meets the project purpose and need and achieves all project goals while maintaining the historic and architectural nature of the existing bridge."

On February 10, 2021, SHPO stated that they agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative D: Bypass (non-vehicular Use)/Build New Structure as it is both feasible and prudent. While the other alternatives are feasible to varying degrees, compromising the historic bridge features and/or not meeting the project needs are not prudent. In addition, SHPO requested 30 percent, 60 percent, and final design plans be documented according to the "Indiana DNR – Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards." SHPO also asked if Carroll County, with its active bridge coalition, had formally responded in regard to including the bridge in future promotions. SHPO appreciated including interpretive signage for the bridge as part of this project along with pedestrian access to view the bridge and its unique unreinforced arch (Appendix D: D-127 to D-129).

Indiana Historic SPANS Task Force responded by email dated February 10, 2021; to say they had been in contact "with members of several of the Historic Preservation organizations in Carroll County and there is a desire to include this bridge in future promotional activities. Further, we will be engaging these individuals to provide a more formal response. Finally, we are pleased to see the comment regarding the interpretive signage for the bridge and access for pedestrians to view the bridge and its unique unreinforced arch" (Appendix D: D-130).

On February 18, 2021, Heartland Heritage, Inc., a preservation and conservation nonprofit in Carroll County, responded with appreciation for saving the historic bridge and providing access to it after building the new bridge (Appendix D: D-131). They went on to say that "Carroll County has numerous highly-prized historic bridges which we promote in a standalone brochure as well as our county tour guide. People from other areas also recognize and promote our bridges as you can see in the attached extensive article published last summer in Heartland Magazine, which is produced by the Logansport and Kokomo newspapers." A copy of the Heartland Magazine article can be found in Appendix D (Appendix D: D-132 to D-138). In the correspondence, they summarized the NRHP status of Carroll County's historic bridges (four are listed individually, two as part of the Deer Creek Valley Rural Historic District, and four are in the nomination process). Heartland Heritage, Inc. hopes to sponsor the NRHP nomination for Structure No. 075-08-03486, among others. They went on to state "We look forward to seeing the development in the Middle Fork area and hope we will as a Consulting Partner be able to help with research for interpretive signage when that time comes."

INDOT-CRO responded to Heartland Heritage, Inc. on February 19, 2021, stating that: "We appreciate your participation in this process, and look forward to further coordination as the interpretive signage is developed" (Appendix D: D-139).

On February 18, 2021, Indiana Historic SPANS Task Force responded that Heartland Heritage, Inc.'s February 18 email looks excellent (Appendix D: D-140).

Heartland Heritage, Inc. followed up by email on February 25, 2021, to provide the names and contact information for two additional parties who requested consulting party status: President of Promoting Wildcat Valley, Inc. and President of Adams Mill, Inc. (Appendix D: D-141). INDOT-CRO responded by email dated February 25, 2021, to advise that the groups would be added to the list of those who have accepted consulting party status, and that they would be included on future correspondence (Appendix D: D-142).

On March 3, 2021, Delphi Preservation Society responded to state its commitment to the historic bridges of Carroll County, stating it will "continue to support efforts by INDOT and others to explore ways to preserve the historic bridges of Carroll County." The correspondence went on to express appreciation for "INDOT's sensitivity to this unique bridge, and also to the others in the county." The Delphi Preservation Society went on to request that they be included on all future correspondence, and expressed interest "in reviewing the wording used in the interpretive signage" (Appendix D: D-143).

SHPO staff responded by email dated March 3, 2021, to express appreciation for Delphi Preservation Society's participation and dedication in preserving and promoting these historic bridges. The email stated that Delphi Preservation Society and other Carroll County representatives would be copied on correspondence "as the coordination for development and review of interpretive signage continues" (Appendix D: D-144). Delphi Preservation Society was then added to the list of consulting parties (Appendix D: D-145 to D-146).

No other comments were received from consulting parties regarding the HBAA or the preferred alternative.

On April 22, 2021, SHPO stated that they concur with the Section 106 finding of "no historic properties affected" and that they look forward to the 30 percent, 60 percent, and final design plans, "after which we will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18" (Appendix D: D-164 to D-166).

Photo Documentation and 30 Percent Plans:

On May 6, 2021, photo documentation of the historic bridge was completed and submitted to SHPO and was available (Tribes only) on IN SCOPE (Appendix D: D-167).

On May 18, 2021, SHPO stated that they were satisfied with the photo documentation and final images should be submitted for the eventual submittal to Indiana State Archives. They have reached out to the Carroll County Historical Society to be the local entity, who will keep a copy of this documentation, but have not received a response (Appendix D: D-168 to D-169).

On June 4, 2021, INDOT-CRO submitted the photo documentation information to the Indiana State Archives (Appendix D: D-170 to D-171). On September 2, 2021, INDOT-CRO submitted the photo documentation to the Carroll County Historical Society (Appendix D: D-172).

On January 12, 2022, 30 percent plans were submitted to the consulting parties and made available on IN SCOPE along with a request for input from consulting parties regarding the interpretative sign's content and composition (Appendix D: D-173 to D-183).

On February 7, 2022, SHPO responded that they have no concerns or comments at this time regarding the 30 percent plans and that they have no strong preference on signage as long as pertinent information is presented (Appendix D: D-184 to D-186).

60 Percent Plans:

On August 24, 2022, 60 percent plans were submitted to the consulting parties and made available on IN SCOPE and included a list of design changes from the 30 percent plans to the 60 percent plans (Appendix D: D-187 to D-194).

On August 25, 2022, Forest County Potawatomi responded with a finding of no historic properties affected of significance to the Forest County Potawatomi Community and that they wish to remain a consulting party for this project. They also stated that if an Inadvertent Discovery (ID), human remains, or archaeological materials are exposed, then work should cease immediately. SHPO and the Tribe(s) will be consulted to determine how to handle the find (Appendix D: D-195).

On September 14, 2022, Indiana Historic SPANS Task Force stated that the opposition INDOT has received from nearby property owners has been a topic of discussion within the community. Their response requested that an alternative be reconsidered for rehabilitation/reconstruction of the concrete arch structure in order to maintain the current alignment. This alternative was dismissed early in the process due to the need to avoid the use of structural steel to maintain historic integrity. However, a reinforcement agent, like carbon fiber, could be used, which would still follow the SOI's Standards for Rehabilitation and would still meet the eligibility for Criteria A and C for the NRHP determination. This alternative would also simplify the project. Their response stated that although the community recognized that this desired alternative would have partially removed the existing structure, it would also have avoided the need for a bypass structure. Widening and including a historic railing could have been accommodated, similar to the rehabbed Carrollton Bridge. Several members of the preservation community in Carroll County supported this alternative and looked forward to working with SHPO, INDOT, and FHWA (Appendix D: D-196 to D-198).

On September 15, 2022, INDOT-CRO responded to Indiana Historic SPANS Task Force's email stating that they appreciate the comments and unique alternative idea. INDOT staff will review the proposed alternative and determine if it is a viable alternative and then will contact consulting parties with the results (Appendix D: D-199).

On September 22, 2022, the Carroll County Historian responded that he had received the 60 percent plans letter (Appendix D: D-200).

On September 22, 2022, SHPO responded that they have no additional concerns or comments regarding the changes provided in the 60 percent letter. SHPO agrees with the suggestion for the usage of carbon fiber instead of steel to resolve their concerns that if the bridge is rehabbed following the SOI's Standards for Rehabilitation, then a road realignment and bypass bridge would not be needed (Appendix D: D-201 to D-203). SHPO still has no preference on sign type. It also offered comments on the proposed sign text "The Indiana State Highway Commission (ISHC) is abbreviated in the first paragraph, but then typed out and abbreviated in the second

paragraph. For clarity, the first instance of the abbreviation should have the typed-out version included. Also, in the second paragraph, we suggest removing "for highway and bridge construction" in the second sentence as it is somewhat redundant to the remainder of the sentence."

The designer, INDOT, and other parties considered the alternative to rehabilitate the existing structure and completed a HBAA Addendum.

HBAA Addendum:

INDOT's consultant, HWC Engineering, Inc., completed a HBAA Addendum due to the consulting parties concerns about using alternative materials to rehabilitate the existing structure (Appendix D: D-212 to D-219) for this bridge per the requirements of the Historic Bridge PA; Stipulation III.A. This document was distributed for consulting party review and comment in emails dated August 24, 2023, and a digital copy of the document was sent to SHPO on August 24, 2023 (Appendix D: D-207 to D-221). A hard copy of the correspondence and HBAA Addendum was also sent to SHPO. The preliminary preferred alternative that resulted from the HBAA Addendum was Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation. This alternative, as stated in the HBAA Addendum, "meets the project purpose and need and achieves all project goals while maintaining the historic and architectural nature of the existing bridge."

On August 24, 2023, the Carroll County Historian responded that he had no comments (Appendix D: D-222).

On August 26, 2023, Indiana Historic SPANS Task Force responded that they are pleased with the revised preferred alternative and are thankful for the use of GFRP to allow for no impact to the historic nature of the existing structure (Appendix D: D-223).

On August 30, 2023, Forest County Potawatomi responded that they are pleased to offer a finding of no historic properties affected of significance to the Forest County Potawatomi Community and that they wish to remain a consulting party for this project. They also stated that if an ID, human remains, or archaeological materials are exposed, then work should cease immediately. SHPO and the Tribe(s) will be consulted to determine how to handle the find (Appendix D: D-224).

On September 21, 2023, SHPO stated that they agree with the conclusions of the HBAA Addendum that the preferred alternative for this project is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation as it is both feasible and prudent. While the other alternatives are feasible to varying degrees, compromising the historic bridge features and/or not meeting the project needs are not prudent. SHPO agrees that the changes in preferred alternatives do not impact the finding of "No Historic Properties Affected" and it remains valid. SHPO has reviewed 30 percent plans and has no comment on them. Due to the redesigned project, when completed, the revised 60 percent plans will need to be submitted for review. Final plans, once received, will also need to be reviewed and approved (Appendix D: D-225 to D-227).

Archaeology:

With regards to archaeological resources, an INDOT Qualified Professional archaeologist reviewed the project area and determined that the SR 75 over Middle Fork Wildcat Creek Bridge Project will not likely affect archaeological resources due to the project scope and setting. The Phase Ia archaeological reconnaissance survey resulted in the documentation of two new sites: 12-C-0724 and 12-C-0725. It is ASC Group, Inc.'s opinion that these two are similar to other small scatters in this portion of Carroll County. The sites are temporally unassigned prehistoric lithic scatters that are unlikely to yield additional important information to the prehistory or history of the county or region. Therefore, 12-C-0724 and 12-C-0725, are recommended ineligible for inclusion in the NRHP and Indiana Register of Historic Sites and Structures. No further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, that the discovery must be reported to the Department of Natural Resources within two business days. The cover page, summary, and recommendations from the archaeological short report can be found in Appendix D (Appendix D: D-25 to D-26).

By letter dated May 12, 2020, the Phase Ia archaeology report was sent to SHPO (Appendix D: D-67 to D-69) and consulting parties were notified that the archaeology report was available (Tribes only) on IN SCOPE by email dated May 12, 2020 (Appendix D: D-65 to D-66).

The Forest County Potawatomi responded by email dated May 27, 2020, and stated that the "project is not likely to affect any historic properties" and offered a finding of no historic properties affected with two conditions: 1) if SHPO's comments differ, the Tribe

reserves the right to reconsider, and 2) "in the event that human remains or archaeological materials are exposed as a result of the project activities, work must halt and the Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal" (Appendix D: D-70).

On June 9, 2020, SHPO concurred with archaeology report findings that 12-C-0724 and 12-C-0725 do not appear eligible for inclusion in the NRHP and that no further archaeological investigations are necessary (Appendix D: D-71 to D-73).

No other comments were received from consulting parties regarding the archaeological report.

An addendum report was completed due to adding two pedestrian paths near the historic bridge, updating the bridge type and size, increasing the offset amount, reducing permanent ROW, adding temporary ROW, and increasing the project length. No artifacts were observed, and areas that were not shovel tested were visually inspected. No archaeological sites were observed and no further assessment of the survey area is recommended. The cover page, summary, and recommendations from the archaeological short report can be found in Appendix D (Appendix D: D-204 to D-206).

ASC Group, Inc. coordinated with INDOT-CRO based on the reduced project limits. The project area required for the current preferred alternative is smaller than the addendum report's project area. INDOT-CRO responded on June 19, 2024, stating that there is no need to distribute the report and the report only needs to be submitted to SHPO for their review (Appendix D: D-228 to D-229). The addendum report was submitted to SHPO on June 20, 2024.

Historic Properties:

The APE contains one property eligible for listing in the NRHP: Structure No. 075-08-03486. However, as mentioned above, FHWA will satisfy its Section 106 responsibilities for the bridge by following the Historic Bridges PA Project Development Process and the finding for this project only applies to other resources located within the APE and not Structure No. 075-08-03486.

By letter dated April 24, 2020, the Historic Property Report (HPR) was sent to SHPO (Appendix D: D-55 to D-58); accompanying this letter was an updated list of invited consulting parties indicating which had accepted consulting party status. Consulting parties were notified that the HPR was available on IN SCOPE by emails dated April 24 and 26, 2020 (Appendix D: D-60 to D-61).

On April 24, 2020, APCTC responded by email, and resubmitted the response letter dated March 4, 2021 (Appendix D: D-46 and D-59).

On May 11, 2020, SHPO stated that the APE appears to be of adequate size to encompass the direct or indirect effects for the project and that they agree with the conclusions in the HPR that Structure No. 075-08-03486 has previously been determined eligible for listing in the NRHP. SHPO also agrees that there are no other properties listed or eligible for inclusion in the NRHP within the APE (Appendix D: D-62 to D-64).

No other comments were received from consulting parties regarding the HPR.

Documentation Finding:

Based on identification efforts, a finding of "No Historic Properties Affected" was found for this project due to no historic properties (aside from Bridge No. 075-08-03486) present within the APE. On September 21, 2023, SHPO stated that they agree with the changes, which meet the SOI, resulting in the revised preferred alternative, which do not impact the finding of "No Historic Properties Affected," and it remains valid for the project overall (Appendix D: D-225 to D-227). This documentation serves to satisfy FHWA's Section 106 responsibilities and the Historic Bridges PA Project Development Process.

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *Carroll County Comet* on April 14, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 14, 2021. The text of the public notice and the affidavit of publication appear in Appendix D (Appendix D: D-161 to D-163). No comments were received.

On September 14, 2022, a comment from a consulting party was received, which asked that the rehabilitation/reconstruction alternative be reconsidered to maintain the current alignment. This alternative had been dismissed early in the process due to the need

to avoid the use of structural steel to maintain historic accuracy. Additional information on this alternative can be found in the Section 106 section of this document and in Appendix D (Appendix D-196 to D-203). An HBAA Addendum was completed in 2023 with a revised preferred alternative that would rehabilitate the existing historic bridge. On September 21, 2023, SHPO stated that they agree with the conclusions of the HBAA Addendum that the preferred alternative for this project is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation as it is both feasible and prudent. While the other alternatives are feasible to varying degrees, compromising the historic bridge features and/or not meeting the project needs are not prudent. SHPO agrees that the changes in preferred alternatives do not impact the finding of "No Historic Properties Affected" and it remains valid (Appendix D: D-225 to D-227).

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

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

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

	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: B-4), and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), there is one potential 4(f) resource located within the 0.5-mile search radius. According to additional research and by the site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc., there is one 4(f) resource located within the project area. The Select historic bridge Structure No. 075-08-03486; NBI No. 24960, was processed under the Historic Bridge PA.

Historic Properties

One historic resource is located within the above-ground APE for this project, Select historic bridge Structure No. 075-08-03486; NBI No. 24960, which is the focus of this project.

Select Bridge

Per FHWA's Section 4(f) guidance, a proposed action will "use" a bridge that is on or eligible for inclusion in the NRHP when the action will impair the historic integrity of the bridge either by rehabilitation or demolition. Rehabilitation that does not impair the historic integrity of the bridge as determined by procedures implementing the National Historic Preservation Act of 1966, as amended, is not subject to Section 4(f). Because the preferred alternative for rehabilitating the bridge will meet the SOI's Standards for Rehabilitation, the project will not impair the historical integrity of the bridge. As a result, the rehabilitation of the bridge is not considered a "use" and is not subject to Section 4(f). FHWA approval of this CE document confirms that there is no Section 4(f) use of the bridge.

Plan submittal has occurred with 30 percent plans. Due to the redesigned project, when completed revised 60 percent plans will need to be submitted for review. Final (90 percent) plans, once received, will need to be reviewed by SHPO and approved prior to environmental consultation form (ECF) approval. This firm commitment is included in the Environmental Commitments of this document.

This resource is used for transportation purposes and no Section 4(f) conversion will take place with this project; therefore, no Section 4(f) evaluation is required for Select historic bridge Structure No. 075-08-03486; NBI No. 24960. FHWA approval of this environmental document also serves as FHWA's concurrence of no Section 4(f) 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 one property in Carroll County (Appendix I: I-2). This property is not located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

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

Location in STIP: Page 36 of 490

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

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

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

STIP/TIP

The Fiscal Year (FY) 2024–2028 STIP is listed based on the lead DES number in the contract. The lead DES number for this contract is Des. No. 1703010 (Appendix H: H-2). Although the project falls within the APCTC MPO, it is not listed in the Transportation Improvement Program (TIP) as it is outside of the MPO planning area. The FY 2024–2028 STIP includes DES numbers 1703044 and 2101206 by reference with the contract number B-41435 and the Lead Des. number is 1703010. Originally, Des. No. 2101206 was going to be used for the Bypass Bridge part of this project, but it is no longer a part of this project and it has been eliminated from the STIP. Des. No. 1703044 is being used for the SR 75 over Bachelor Run Project and is not a part of this project. The STIP has been updated for this Des. No. in STIP Amendment Rural Projects A24-18 and A24-19 (Appendix H: H-2).

Attainment Status

This project is located in Carroll County, which is currently in attainment for all criteria pollutants according to the EPA's Greenbook website (https://www.epa.gov/green-book). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics (MSAT) 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.)?		
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.

There will be temporary traffic impacts associated with construction activities. There will be a road closure and detour for the project, which will last for approximately four months. Access to all properties will be maintained during construction. Full details of the MOT can be found in the MOT section in this CE document.

ASC Group, Inc. researched any possible fairs or festivals that may be in the area that could be impacted by construction activities. Numerous websites were accessed on May 13, 2024, to confirm if any fairs or festivals would be affected, including the Indiana State Festivals website (http://www.indianafestivals.org) and The Fairs and Festivals website (https://www.fairsandfestivals.net/). There is one festival within a 5-mile radius that may be impacted by the construction. There will be a detour in place and any delays or impacts will be minimal.

Carroll County has an Americans with Disabilities Act (ADA) transition plan. No sidewalks or curb ramps exist within the proposed project area and none are proposed; therefore, no impacts are expected to pedestrian facilities within the project area.

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: B-4), and the RFI report and RFI re-checks (Appendix E: E-2 to E-17), there are no mapped public facilities within the 0.5-mile search radius. There are no mapped public facilities within or adjacent to the project area, which was confirmed by the site visits on June 23, 2020, August 11, 2020, and April 9, 2021, by ASC Group, Inc. Therefore, no impacts are expected. Access to all properties will be maintained during construction. Per the designer, utilities will be relocated and coordination is on-going.

INDOT Aviation responded on January 6, 2021, stating that there are no issues with the surrounding airspace or public-use airports due to the project meeting the required glideslope criteria from the nearest public-use facility. However, if any object will exceed 200 ft in height regardless of location, then the object will need to be airspaced with the Federal Aviation Administration (FAA) 45 days prior to construction (Appendix C: C-6). INDOT Aviation responded to the re-coordination letter on August 29, 2022, stating that no tall structure permit is required for the project if all equipment being used is under 200 ft in height (Appendix C: C-19). INDOT Aviation responded to the 2nd re-coordination letter on May 20, 2024, stating that no tall structure permit is required for the project if all equipment being used is under 200 ft in height (Appendix C: C-36). Coordination with the designer determined that the project will not include any work above 200 ft. Therefore, no impact to airspace is expected, and no further coordination is required.

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

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.

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Date RFI concurrence by INDOT SAM (if applicable): June 16, 2021

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

Based on a review of GIS and available public records, the RFI was completed on June 10, 2021, by ASC Group, Inc. and INDOT Site Assessment and Management (SAM) provided their concurrence on June 16, 2021 (Appendix E: E-2 to E-10). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

One IDEM 303d Listed Stream was identified on the RFI. More information regarding this stream can be found in the Streams section and a firm commitment is included in the Environmental Commitments section of this CE document.

Due to project design updates, the RFI layers were rechecked on August 29, 2022, by ASC Group, Inc. The recheck showed that no new features are within or adjacent to the project area; therefore, no additional impacts are expected. INDOT SAM concurred on September 8, 2022, that a RFI Addendum is not warranted for the updated project extent or scope (Appendix E: E-11 to E-12).

Due to preferred alternative and reduced project limits updates, the RFI layers were rechecked on June 17, 2024, by ASC Group, Inc. The re-check showed that due to the updated RFI templates, there are no National Wetland Inventory (NWI)-lines, 30 river and stream

segments (previously 13), 9 NWI-wetlands (previously 17), and no lakes (previously 1) in project area. The 0.5-mile radius and project area were both reduced. While there are updated feature numbers, there are no features that were not on the original RFI mapping. INDOT SAM concurred on June 20, 2024, that the changes could just be noted in the CE document (Appendix E: E-13 to E-17).

Part IV – Permits and Commitments

PERMITS CHECKLIST

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

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

A CIF permit is not anticipated even though work will occur within the 100-year floodway. This is due to the drainage area being less than 50 square miles in a rural area and qualifying for the Rural Bridge Exemption. The Rural Bridge Exemption states that qualifying projects include a "construction or reconstruction project on a state or county highway bridge in a rural (outside incorporated and planning area) over a stream with an upstream drainage area of 50 square miles or less."

IDEM and USACE 401/404 permits will also be required due to the placement of riprap for the bridge rehabilitation requiring work below the OHWM. A Regulated Drain Crossing Permit is expected to be needed for this project.

The area of disturbed land will be over 1 acre; therefore, a Construction Stormwater General Permit, formerly known as the Rule 5 permit will likely be required.

Permits were not submitted prior to June 23, 2025; therefore, additional fieldwork will be required in order to obtain permits. This has been added as a firm commitment in the Environmental Commitments section of this document.

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 LaPorte 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) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after June 3, 2026, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for the presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
4) One IDEM 303d Listed Stream, Middle Fork Wildcat Creek, is located within the project area. The Middle Fork Wildcat Creek is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protection equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
5) TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
6) TREE REMOVAL AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR-DFW)
7) TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
8) TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
9) LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
10) GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
11) Minimize heavy equipment use within the stream channel and where possible complete work from the bank. (USFWS)
12) Coordinate with the Service and the IDNR-DFW if any freshwater mussels are encountered during construction to facilitate relocation of the animals to a safer area. (USFWS)
13) Implement pollution prevention and control measures during construction to reduce the potential for hazardous chemicals, construction material, and debris to enter the stream. This includes placing refueling staging areas, fuel storage, and hazardous materials away from the creek. If hydro-demolition is required, use a tarp or collection system to prevent debris from falling into the stream. Any material that inadvertently falls into the stream shall be immediately removed without dragging it through the stream channel. (USFWS)
14) Inspect equipment to be used in the stream, using accepted protocols, to confirm it is free of zebra mussel adults and veligers (the final larval stage of certain mollusks). (USFWS)
15) Structure No. 075-08-03486; NBI No. 24960 is located on SR 75 over Middle Fork Wildcat Creek and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8–April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1–September 7). Nests with eggs or young should be

screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP/RSP. (INDOT)

16) Plan submittal to SHPO will occur at 90 percent (final) plans and will be approved prior to ready for contracts (RFC). (Indiana SHPO)
17) Permits were not submitted prior to June 23, 2025; therefore, additional fieldwork will be required in order to obtain permits. (INDOT EWPSO)

For Further Consideration:

1) The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
2) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (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. (IDNR-DFW)
3) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
4) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
5) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Threshold Chart

Categorical Exclusion Level Thresholds

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

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

APPENDIX B: PROJECT AREA AND PLAN SHEET

Figure 1 – Project Vicinity
Figure 2 – Topographic Maps Showing the Project Area
Figure 3 – Aerial Photograph Showing the Project Area
Photographs
Project Plan Set

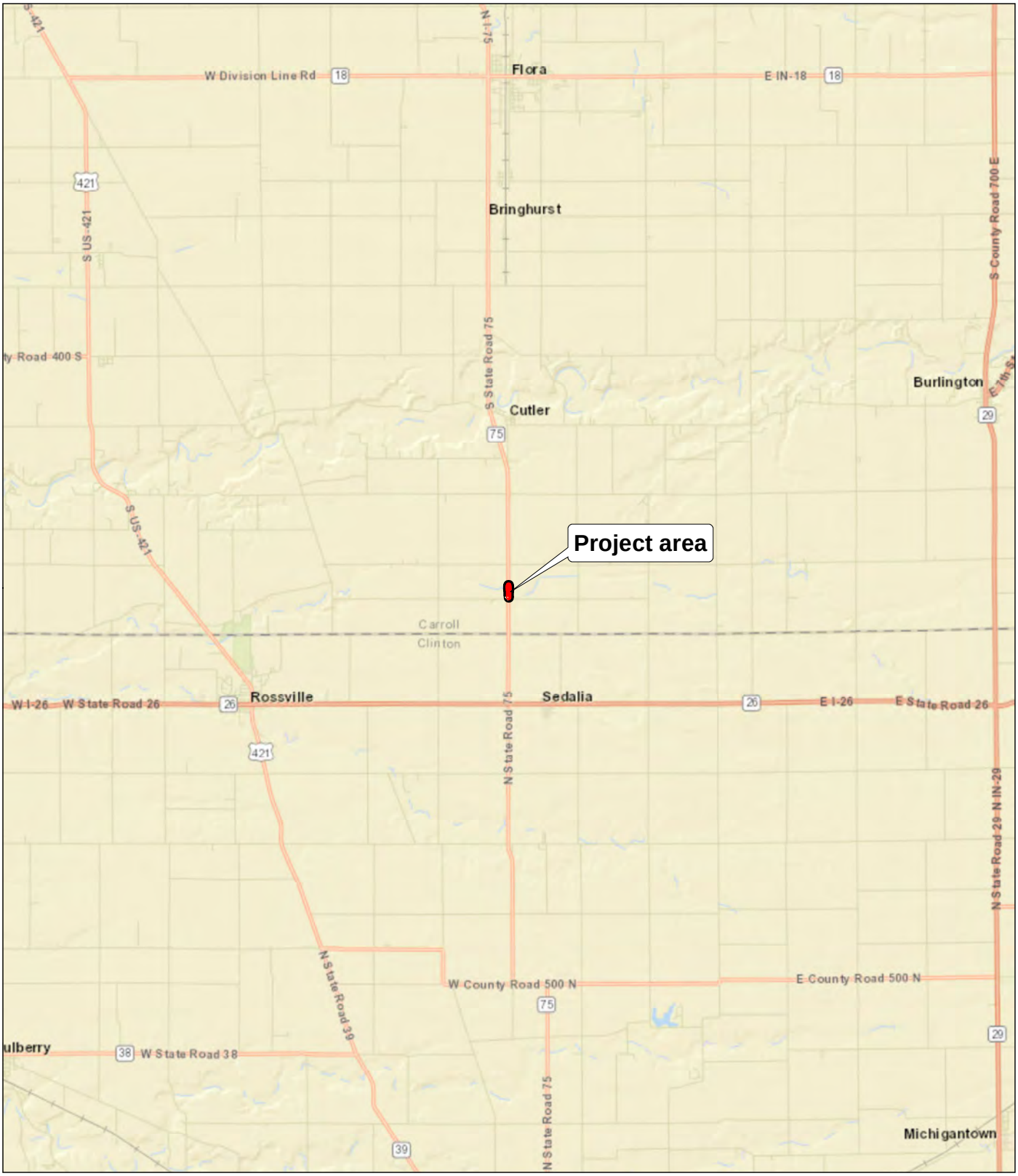
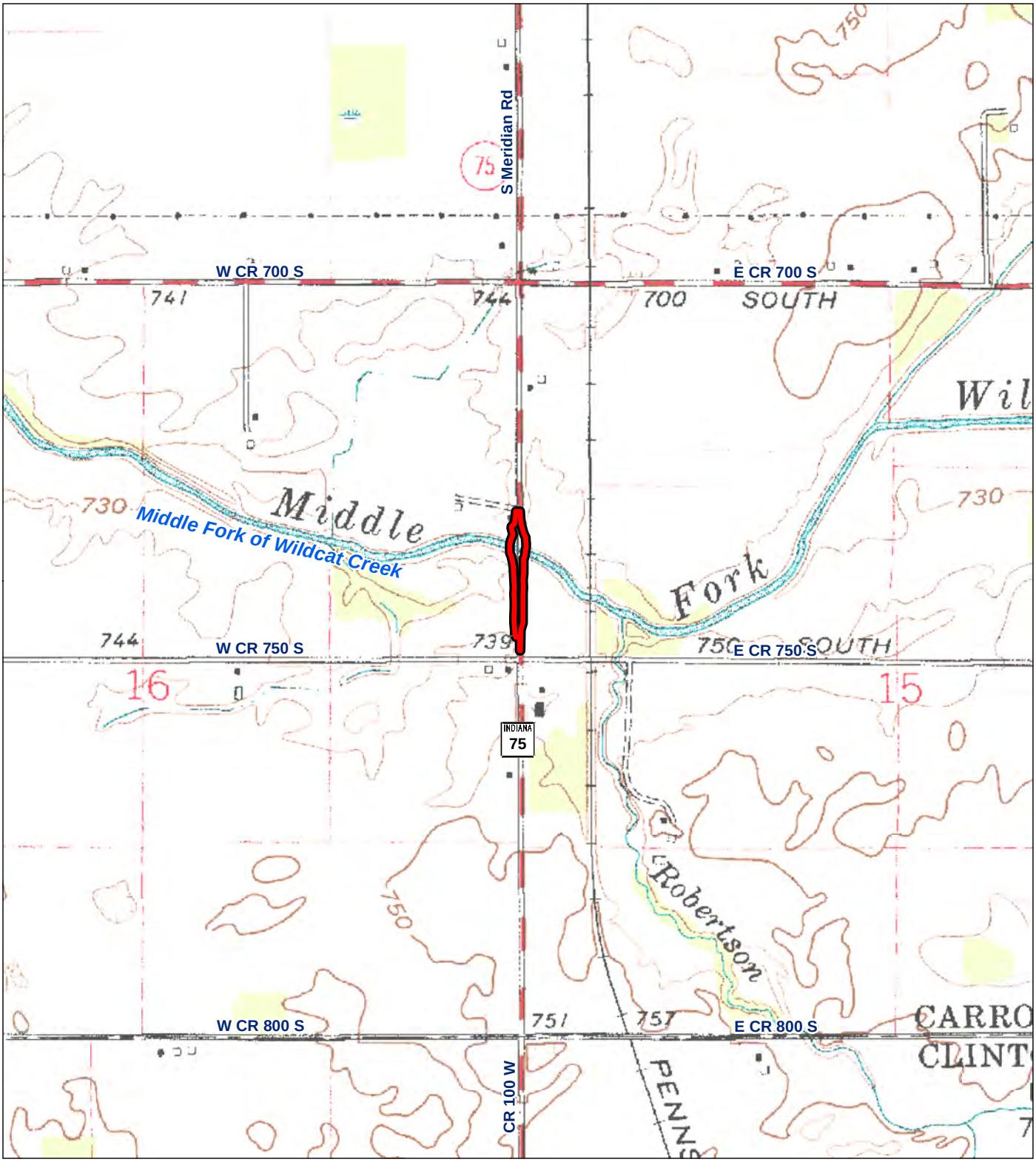


Figure 1

Portion of the ESRI World Street Map showing the vicinity of the project area for the proposed SR 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana (INDOT Des. No. 1703010).

Base: ESRI World Street Map

Created by JVT; last saved: 4/5/2024 11:43:22 AM



Project area

0 100 200 300 400 500 Meters

0 500 1000 1500 Feet

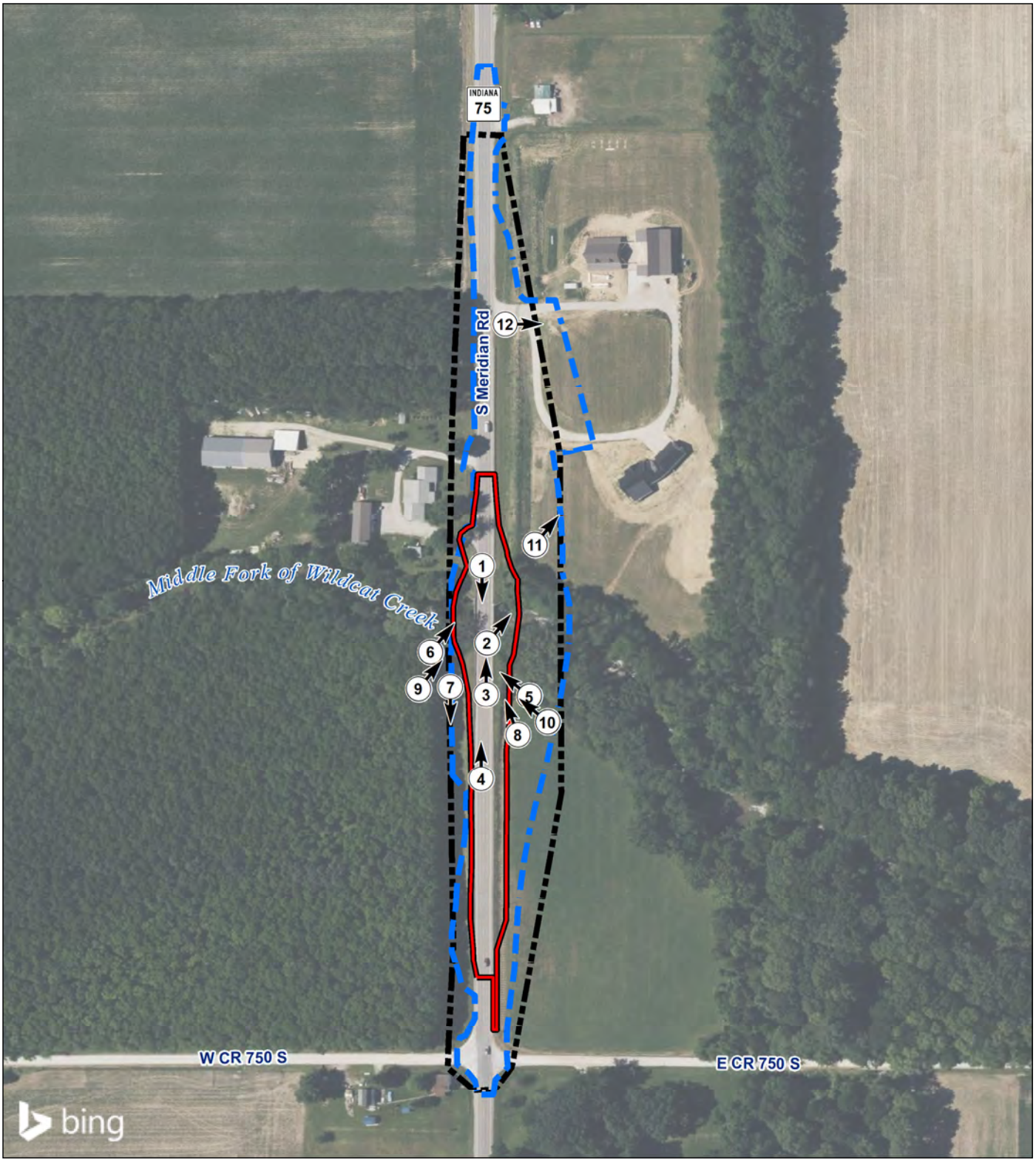
N

Figure 2

Portion of the Rossville, Indiana quadrangle (USGS 7.5' topographic map) showing the project area for the proposed SR 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana (INDOT Des. No. 1703010).

Base: USGS Rossville, Indiana, 7.5' series quadrangle

Created by JVT; last saved: 4/5/2024 11:42:05 AM



Revised project area (2024)

Revised project area (2022)

Original project area boundary

Photo location

0 50 100 150 Meters

0 100 200 300 400 500 Feet

N

Figure 3

Aerial photograph showing the original and revised project areas for the proposed SR 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana (INDOT Des. No. 1703010).

Base: Microsoft Corporation 2024

Created by JVT; last saved: 10/30/2024 8:12:39 AM



Photograph 1. SR 75 bridge over the Middle Fork of Wildcat Creek, facing south.



Photograph 2. Southeastern end of SR 75 bridge over the Middle Fork of Wildcat Creek, facing northeast.



Photograph 3. SR 75 approaching the northern end of the bridge over Middle Fork of Wildcat Creek, facing north.



Photograph 4. Maintained, vegetated ROW along SR 75, approaching southwest from the bridge, facing north.



Photograph 5. Eastern profile of the bridge carrying SR 75 over Middle Fork of Wildcat Creek, facing northwest.



Photograph 6. Western profile of the bridge carrying SR 75 over Middle Fork of Wildcat Creek, facing northeast.



Photograph 7. Maintained, vegetated ROW and utilities along SR 75, south of the Middle Fork of Wildcat Creek, west of the bridge, facing south.



Photograph 8. South side of the Middle Fork of Wildcat Creek, east of the bridge, showing road banks and bridge, facing northwest.

The following photos were taken on June 27, 2022



Photograph 9. View of the west side of the bridge carrying SR 75 over Middle Fork of Wildcat Creek, facing northeast.



Photograph 10. View of the east side of the bridge carrying SR 75 over Middle Fork of Wildcat Creek, facing northwest.



Photograph 11. View of one of the two newly constructed houses, facing northeast.



Photograph 12. View of the second newly constructed house, facing east.

PROJECT	DESIGNATION
1703010	1703010
CONTRACT	BRIDGE FILE
B-41435	075-08-03486

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE REHABILITATION PLANS

FOR SPANS OVER 20 FEET

ROUTE: STATE ROAD 75 AT: RP 47+64

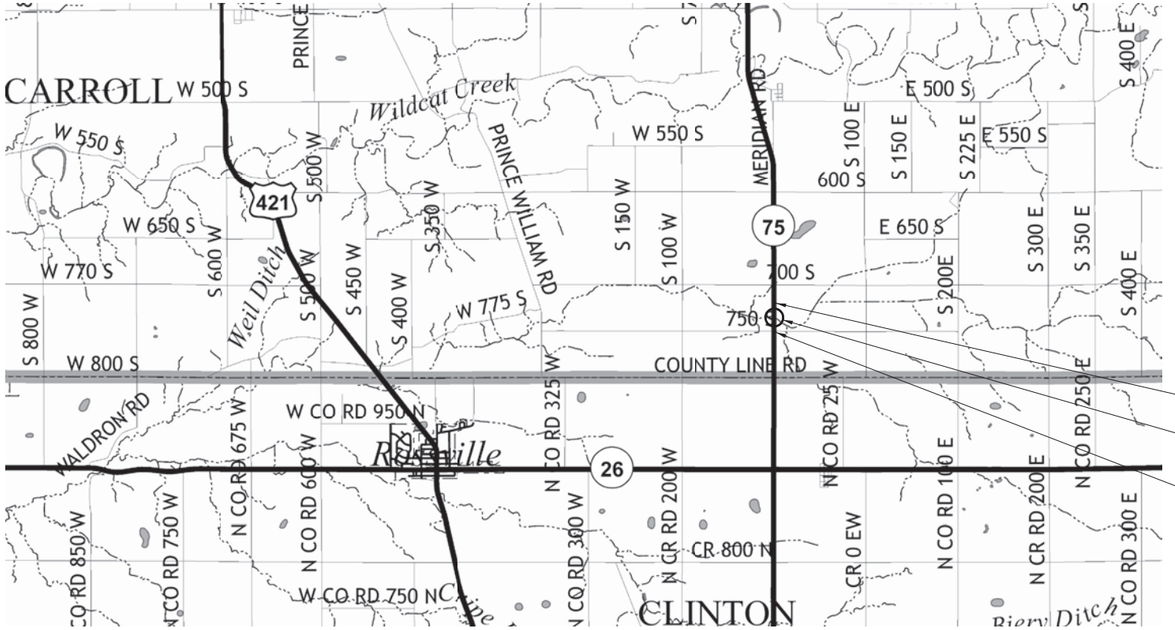
PROJECT NO. 1703010 P.E.
1703010 R/W
1703010 CONST.

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
075-08-03486	Unreinforced Concrete Arch	1 Span: 65'-0"; Skew: 15°00'00", Rt.	Middle Fork of Wildcat Creek	Sta. 34+25.00 Line "A"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
* 1703010	SR 75 over Middle Fork Wildcat Creek (Historic)
1703044	SR 75 over Bachelor Run

* Lead Des. No.

Existing Arch Structure Rehabilitation on State Road 75 over Middle Fork of Wildcat Creek
Located 1.64 Miles North of State Road 26
Section 15 & 16, T-23-N, R-1-W, Democrat Township, Carroll County, Indiana



TRAFFIC DATA		
A.A.D.T.	(2026)	2380 V.P.D.
A.A.D.T.	(2046)	2500 V.P.D.
D.H.V	(2046)	255 V.P.H.
DIRECTIONAL DISTRIBUTION		50 %
TRUCKS		5.1% A.A.D.T.
		4.2% D.H.V.

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



PROJECT LOCATION SHOWN BY
Carroll County

LATITUDE: 40° 26' 26" N LONGITUDE: 86° 31' 29" W

BRIDGE LENGTH: See Plans MI.
ROADWAY LENGTH: 0.028 MI.
TOTAL LENGTH: 0.028 MI.
MAX. GRADE: 0.334 %

HUC: 051201070204

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

NOTE TO REVIEWER:
Any quantities not completed on sheets or in summary tables will be filled out at Stage 3 Plans.

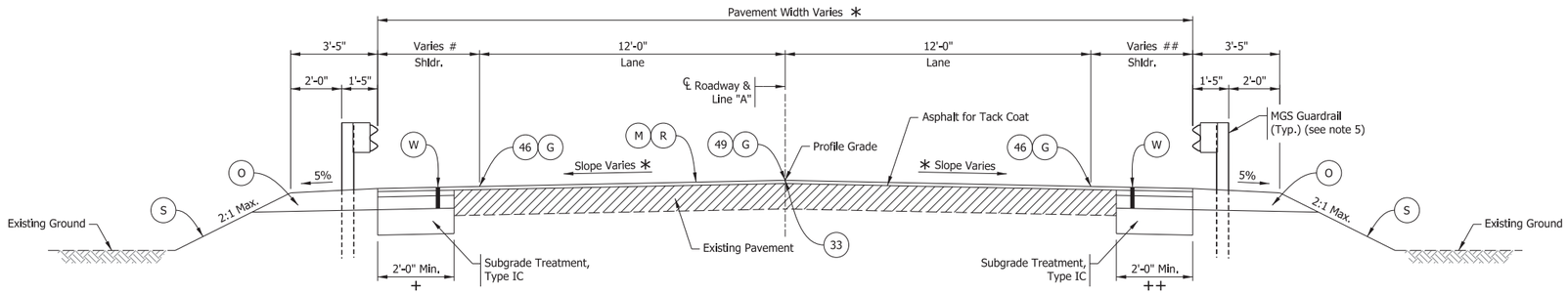
HWC ENGINEERING
INDIANAPOLIS - TERRE HAUTE
LAFAYETTE - MUNCIE - NEW ALBANY
www.hwcengineering.com

NOT FOR CONSTRUCTION 3/2024

PLANS PREPARED BY: HWC Engineering (317) 347-3663 PHONE NUMBER
CERTIFIED BY: DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
075-08-03486
DESIGNATION
1703010

REVISION	SHEETS
N/A	1 of 25
CONTRACT	PROJECT
B-41435	1703010



TYPICAL INCIDENTAL CONSTRUCTION SECTION - SOUTH

Scale: 3/8" = 1'-0"

Sta. 28+00.00 to Sta. 33+50.00, Line "A"

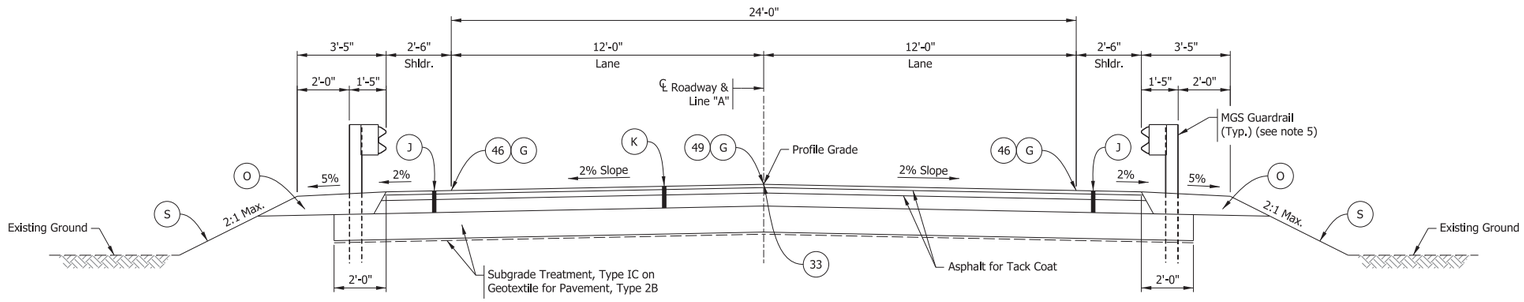
∗ Existing cross slope and pavement width at beginning of Incidental Construction to transition to 2% slope over 100 Lft and continue through Incidental Construction

\# Shldr. Varies: 4'-0" from Sta. 29+00.00 to Sta. 33+06.00
Transition 4'-0" @ Sta. 33+06.00 to 2'-6" @ 33+37.00
2'-6" from Sta. 33+37.00 to Sta. 33+50.00

Shldr. Varies: 7'-0" from Sta. 29+00.00 to Sta. 32+23.00
Transition 7'-0" @ Sta. 32+23.00 to 2'-6" @ 33+29.00
2'-6" from Sta. 33+29.00 to Sta. 33+50.00

\+ (W) Varies: 2'-0" Min. to 4'-0" Max.

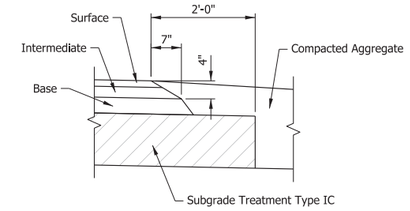
++ (W) Varies: 2'-0" Min. to 4'-0" Max.



TYPICAL FULL DEPTH SECTION

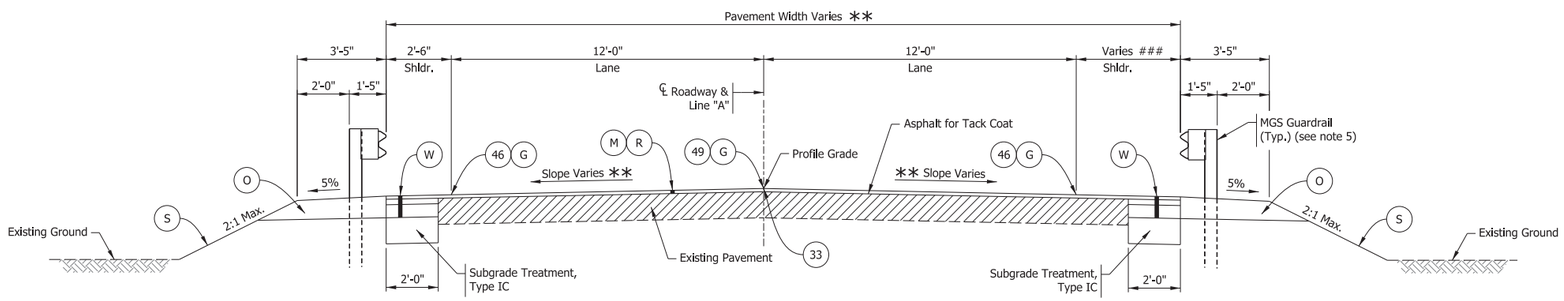
Scale: 3/8" = 1'-0"

Sta. 33+50.00 to Sta. 35+00.00, Line "A"



HMA TYPICAL SAFETY EDGE DETAIL

Scale: 3/4" = 1'-0"



TYPICAL INCIDENTAL CONSTRUCTION SECTION - NORTH

Scale: 3/8" = 1'-0"

Sta. 35+00.00 to Sta. 36+85.00, Line "A"

∗∗ 2% slope to continue through Incidental Construction and transition to match existing cross slope and pavement width for left edge at end of Incidental Construction over 50 Lft

Shldr. Varies: 2'-6" from Sta. 35+00.00 to Sta. 35+13.00
Transition 2'-6" @ Sta. 35+13.00 to 4'-0" @ 35+50.00
4'-0" from Sta. 35+50.00 to Sta. 36+85.00

LEGEND

(J) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on 275 lbs/syd QC/QA-HMA, 3, 58S, Intermediate 19.0 mm on 660 lbs/syd QC/QA-HMA, 3, 58S, Base 25.0 mm

(K) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on 275 lbs/syd QC/QA-HMA, 3, 58S, Intermediate 19.0 mm on 660 lbs/syd QC/QA-HMA, 3, 58S, Base 25.0 mm

(M) Milling, 1½ in.

(O) Variable-Depth Compacted Aggregate No. 53

(R) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm

(W) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on Widening with HMA, Type B consisting of 275 lbs/syd HMA Intermediate, Type B on 660 lbs/syd HMA Base, Type B

(G) Grooving for Pavement Markings

(33) Snowplowable Raised Pavement Marker (see note 6)

(46) Line, Multi-Component, Solid, White, 4 in.

(49) Line, Multi-Component, Broken, Yellow, 4 in.

(S) Seed Mixture, R, Mulching Material, Fertilizer and Erosion Control Blanket

NOTES

1. Asphalt for Tack Coat shall be applied between all layers of Asphalt.
2. Longitudinal Joint Adhesive is required for Surface and Intermediate layers of Asphalt.
3. Liquid Asphalt Sealant is required on Surface layer over longitudinal joint applied at 24" width.
4. The Surface layer of Asphalt for Widening shall be placed concurrently with the Surface layer of Asphalt on the Mainline.
5. For Guardrail limits, see sheet 6.
6. Snowplowable Raised Pavement Markers shall be spaced at 120± Lft, beginning near Sta. 28+25.00 and ending near Sta. 36+65.00 (8 total).
7. For additional roadway details, see sheet 7.

PLOT: 3/11/2024 4:46:13 PM

W:\INDOT\2019-217 INDOT- SR75 Bridge Des 1703010\Design\CAD\03 - Sht Typical Cross Sections.dgn

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

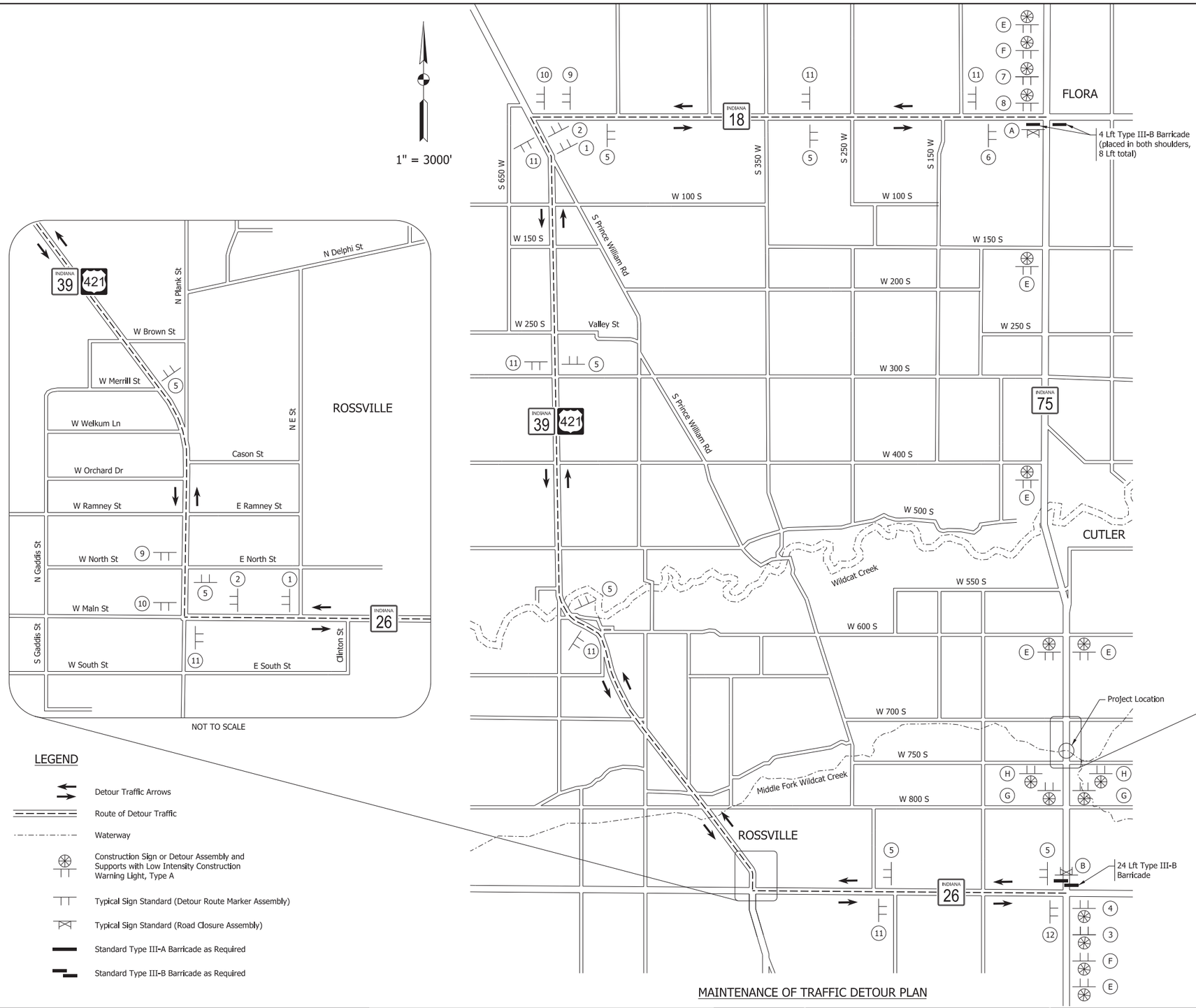
DESIGNED: LS 3/2024 DRAWN: AJ 3/2024

CHECKED: JI 3/2024 CHECKED: JI 3/2024

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE	BRIDGE FILE
AS NOTED	075-08-03486
	DESIGNATION
	1703010
SURVEY BOOK	SHEETS
N/A	3 of 25
CONTRACT	PROJECT
B-41435	1703010



LEGEND

- Detour Traffic Arrows
- Route of Detour Traffic
- Waterway
- Construction Sign or Detour Assembly and Supports with Low Intensity Construction Warning Light, Type A
- Typical Sign Standard (Detour Route Marker Assembly)
- Typical Sign Standard (Road Closure Assembly)
- Standard Type III-A Barricade as Required
- Standard Type III-B Barricade as Required

NOTES

1. Detour signage shall be placed in accordance with INDOT Specifications. For additional details, see Standard Drawing E-801-TCDT-01.
2. Advanced notice of closure (XG20-5 signs) shall be placed at least 14 days prior to start of construction.
3. For Detour Assemblies, additonal sign information and quantities, see sheet 9.
4. Directional Detour signs assemblies shall be located 100 ft. to 200 ft. in advance of all required turns within the Detour limits.
5. Confirming Detour sign assemblies shall be located 200 ft. after all required turns as well as not be spaced by more than 3 miles within the Detour limits.
6. Detour signage locations may not be shown to scale and should be confirmed in the field by Contractor.
7. Access to private drives shall be available at all times during construction.

MAINTENANCE OF TRAFFIC DETOUR PLAN

PLOT: 3/11/2024 4:46:14 PM

W:\INDOT\2019-217 INDOT- SR75 Bridge Des 1703010\Design\CAD\04-05 - Sht MOT Detour.dgn

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: LS 3/2024 DRAWN: AJ 3/2024

CHECKED: JI 3/2024 CHECKED: JI 3/2024

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

SCALE	BRIDGE FILE
AS NOTED	075-08-03486
	DESIGNATION
	1703010
SURVEY BOOK	SHEETS
N/A	4 of 25
CONTRACT	PROJECT
B-41435	1703010

MAINTENANCE OF TRAFFIC QUANTITIES			
Designation	Item	Unit	Quantity
(A) (B) (C) (D)	Road Closure Sign Assembly	Each	5
(E) (F) (G) (H)	Construction Sign, Type A **	Each	18
(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12)	Detour Route Sign Assembly	Each	29
	Barricade, Type III-A	Lft	84
	Barricade, Type III-B	Lft	56

** Quantity includes 2 XG20-5 Route Closure Notice Signs (Locations shall be determined by Project Engineer in the field)



R11-3A (60" x 30") (Type A Sign)

XM4-10 (R) (48" x 18") (Type B Sign)

(A)



R11-3A (60" x 30") (Type A Sign)

XM4-10 (L) (48" x 18") (Type B Sign)

(B)



R11-4 (60" x 30") (Type A Sign)

(C)



R11-2 (48" x 30") (Type A Sign)

(D)



XW20-3 (36" x 36") (Type A Sign)

(E)



XW20-2 (36" x 36") (Type A Sign)

(F)



XW20-3 (1000) (36" x 36") (Type A Sign)

(G)



XW20-3 (500) (36" x 36") (Type A Sign)

(H)



XM4-8 (24" x 12") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M5-1(R) (21" x 15") (Type B Sign)

(1)



XM4-8 (24" x 12") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-1(R) (21" x 15") (Type B Sign)

(2)



XM4-8 (24" x 12") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M5-1(L) (21" x 15") (Type B Sign)

(3)



XM4-8 (24" x 12") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-1(L) (21" x 15") (Type B Sign)

(4)



XM4-8 (24" x 12") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-3 (21" x 15") (Type B Sign)

(5)



XM4-8A (24" x 18") (Type B Sign)

M3-1 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

(6)



XM4-8 (24" x 12") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M5-1(R) (21" x 15") (Type B Sign)

(7)



XM4-8 (24" x 12") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-1(R) (21" x 15") (Type B Sign)

(8)



XM4-8 (24" x 12") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M5-1(L) (21" x 15") (Type B Sign)

(9)



XM4-8 (24" x 12") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-1(L) (21" x 15") (Type B Sign)

(10)



XM4-8 (24" x 12") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

M6-3 (21" x 15") (Type B Sign)

(11)



XM4-8A (24" x 18") (Type B Sign)

M3-3 (24" x 12") (Type B Sign)

M1-5 (24" x 24") (Type B Sign)

(12)

NOTES

1. Detour signage shall be placed in accordance with INDOT Specifications. For additional details, see Standard Drawing E-801-TCDT-01.
2. Advanced notice of closure (XG20-5 signs) shall be placed at least 14 days prior to start of construction.
3. Directional Detour signs assemblies shall be located 100 ft. to 200 ft. in advance of all required turns within the Detour limits.
4. Confirming Detour sign assemblies shall be located 200 ft. after all required turns as well as not be spaced by more than 3 miles within the Detour limits.
5. Detour signage locations may not be shown to scale and should be confirmed in the field by Contractor.

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: LS 3/2024 DRAWN: AJ 3/2024

CHECKED: JI 3/2024 CHECKED: JI 3/2024

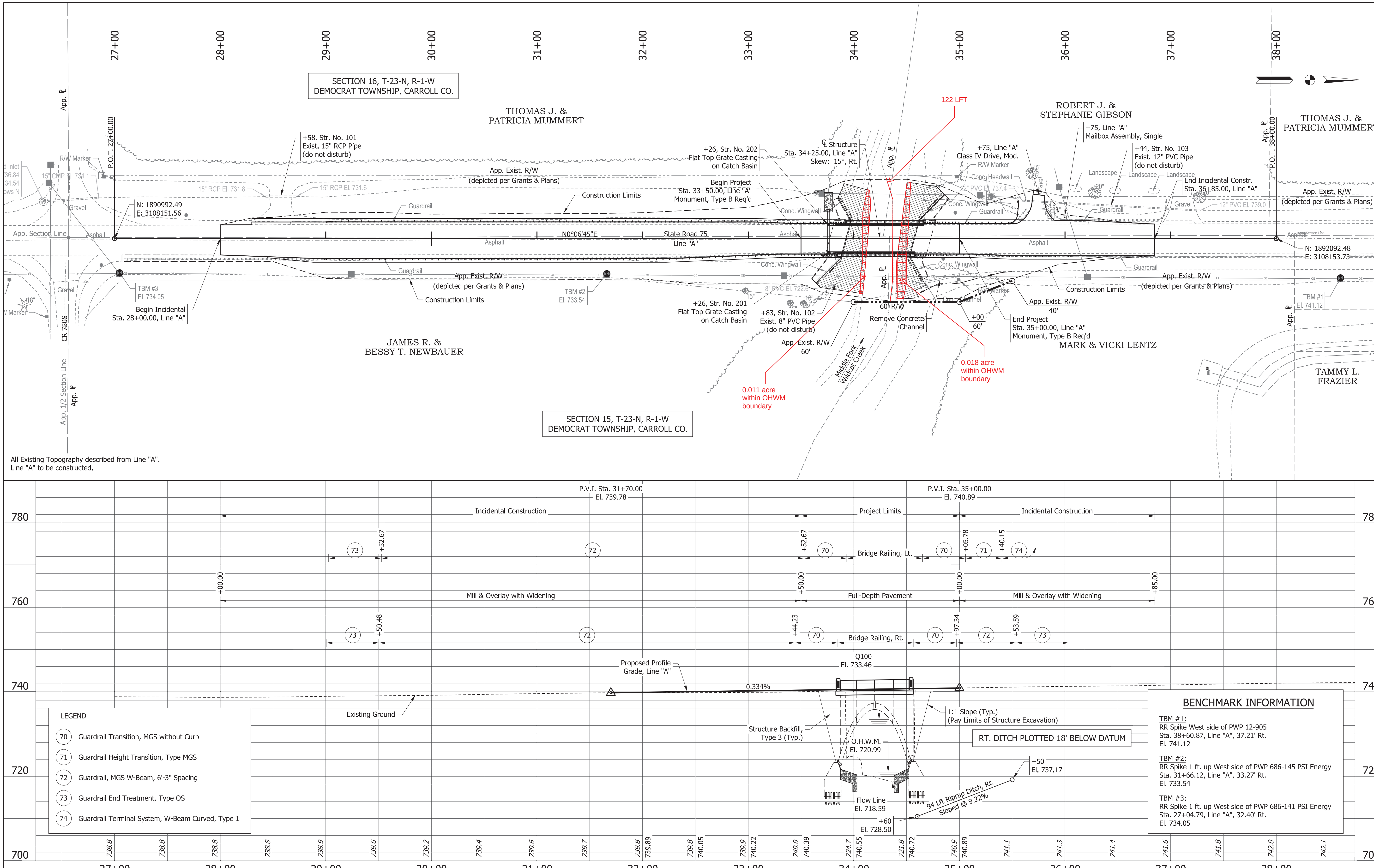
INDIANA DEPARTMENT OF TRANSPORTATION

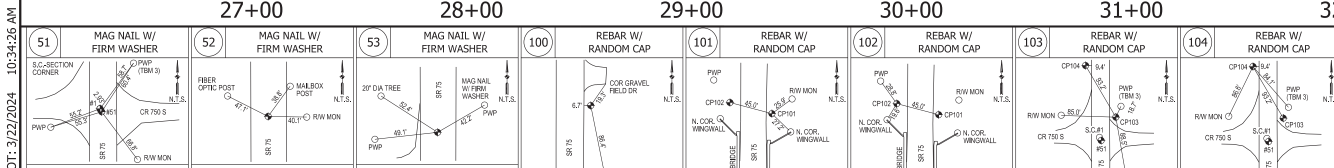
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	DESIGNATION
	1703010
SURVEY BOOK	SHEETS
N/A	5 of 25
CONTRACT	PROJECT
B-41435	1703010

PLOT: 3/11/2024 4:46:14 PM

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PLOT: 3/22/2024 10:34:26 AM

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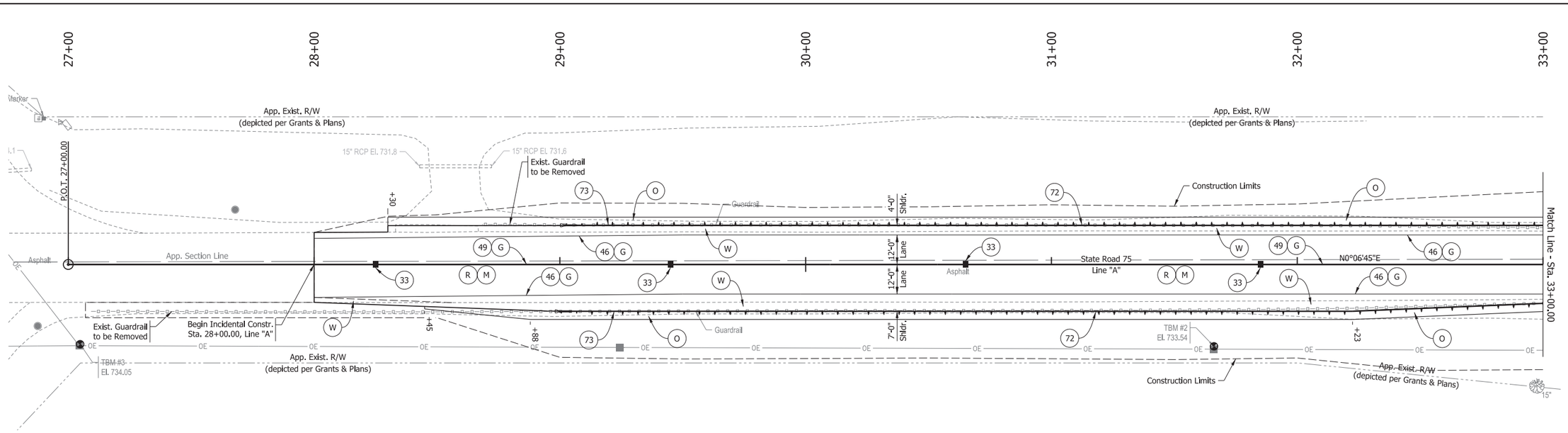
NOT FOR CONSTRUCTION 3/2024

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER		DATE
DESIGNED: LS 3/2024		DRAWN: AJ 3/2024	
CHECKED: JI 3/2024		CHECKED: JI 3/2024	

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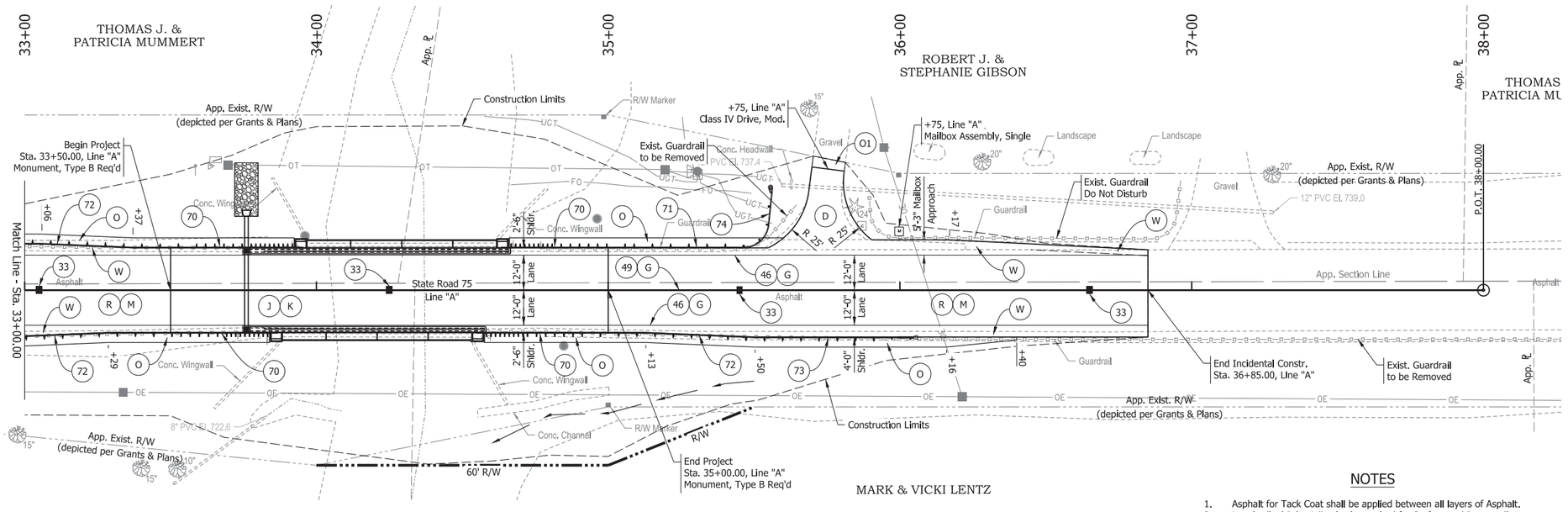
PLAN & PROFILE

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VERTICAL SCALE	DESIGNATION
1" = 5'	2101206
SURVEY BOOK	SHEETS
N/A	6 of 25
CONTRACT	PROJECT
B-41435	1703010



LEGEND

- (D) 165 lbs/syd HMA, 3, 58S, Surface 9.5 mm on HMA for Approaches, Type B consisting of 275 lbs/syd HMA Intermediate, Type B on 330 lbs/syd HMA Base, Type B on Subgrade Treatment, Type II on Geogrid, Type 1B
- (J) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on 275 lbs/syd QC/QA-HMA, 3, 58S, Intermediate 19.0 mm on 660 lbs/syd QC/QA-HMA, 3, 58S, Base 25.0 mm
- (K) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on 275 lbs/syd QC/QA-HMA, 3, 58S, Intermediate 19.0 mm on 660 lbs/syd QC/QA-HMA, 3, 58S, Base 25.0 mm
- (M) Milling, 1½ in.
- (O) Variable-Depth Compacted Aggregate No. 53
- (O1) 12" Compacted Aggregate No. 53
- (R) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm
- (W) 165 lbs/syd QC/QA-HMA, 3, 58S, Surface 9.5 mm on Widening with HMA, Type B consisting of 275 lbs/syd HMA Intermediate, Type B on 660 lbs/syd HMA Base, Type B
- (G) Grooving for Pavement Markings
- (33) Snowplowable Raised Pavement Marker (see note 6)
- (46) Line, Multi-Component, Solid, White, 4 in.
- (49) Line, Multi-Component, Broken, Yellow, 4 in.
- (70) Guardrail Transition, MGS without Curb
- (71) Guardrail Height Transition, Type MGS
- (72) Guardrail, MGS W-Beam, 6'-3" Spacing
- (73) Guardrail End Treatment, Type OS
- (74) Guardrail Terminal System, W-Beam Curved, Type 1



NOTES

1. Asphalt for Tack Coat shall be applied between all layers of Asphalt.
2. Longitudinal Joint Adhesive is required for Surface and Intermediate layers of Asphalt.
3. Liquid Asphalt Sealant is required on Surface layer over longitudinal joint applied at 24" width.
4. The Surface layer of Asphalt for Widening and Approaches shall be placed concurrently with the Surface layer of Asphalt on the Mainline.
5. For Guardrail limits, see sheet 6.
6. Snowplowable Raised Pavement Markers shall be spaced at 120± Lft, beginning near Sta. 28+25.00 and ending near Sta. 36+65.00 (8 total).

PLOT: 3/22/2024 10:34:36 AM

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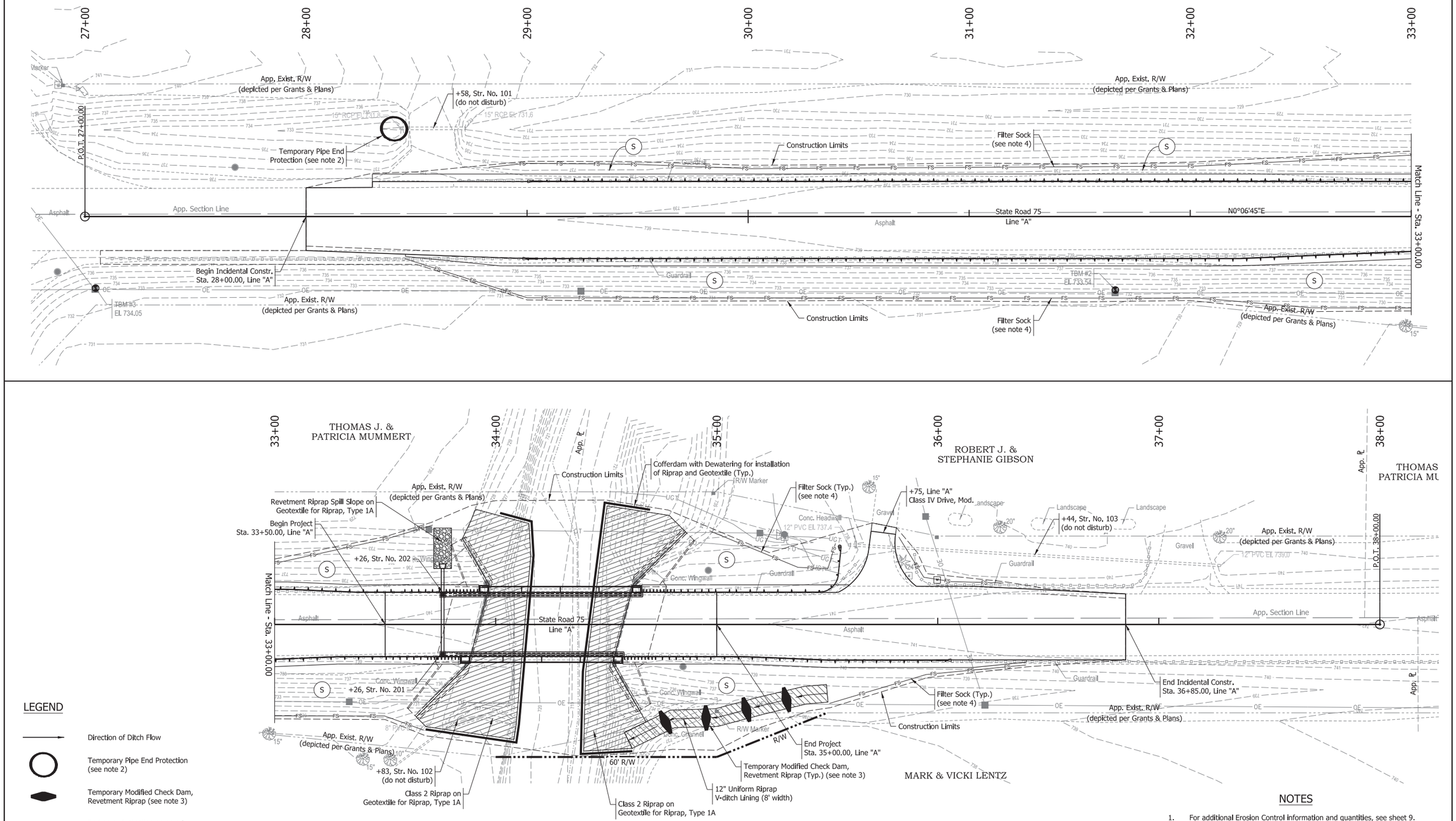
CHECKED: JI 3/2024 CHECKED: JI 3/2024

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ROADWAY CONSTRUCTION DETAILS

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1" = 20'	075-08-03486
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	7 of 25
CONTRACT	PROJECT
B-41435	1703010

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LEGEND

- Direction of Ditch Flow
- Temporary Pipe End Protection (see note 2)
- Temporary Modified Check Dam, Revetment Riprap (see note 3)
- FS — Perimeter Protection as noted (Filter Sock or equivalent, see note 4)
- (S) Seed Mixture, R, Mulching Material, Fertilizer and Erosion Control Blanket (see Erosion Control note A on sheet 9)

NOTES

1. For additional Erosion Control information and quantities, see sheet 9.
2. For additional guidance regarding Temporary Pipe End Protection, see INDOT Std. Dwg. E 205-TECD-02.
3. For additional guidance regarding Temporary Modified Check Dam with Revetment Riprap, see INDOT Std. Dwg. E 205-TECD-06.
4. For additional guidance regarding Temporary Perimeter Protection with Filter Sock, see INDOT Std. Dwg. E 205-TECD-10.

PLOT: 3/22/2024 10:34:46 AM

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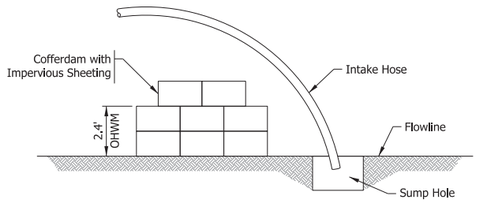
DESIGNED: LS 3/2024 | DRAWN: AJ 3/2024

CHECKED: JI 3/2024 | CHECKED: JI 3/2024

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EROSION CONTROL

SCALE	BRIDGE FILE
1" = 20'	075-08-03486
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	8 of 25
CONTRACT	PROJECT
B-41435	1703010



COFFERDAM / SUMP HOLE WORK AREA DETAIL
Not to Scale

EROSION CONTROL NOTES

A. Erosion Control Blanket shall be placed on all graded slopes 3:1 and steeper and in concentrated flow areas to be seeded.
B. Permanent Seeding and Mulching to be placed on all disturbed areas, unless noted otherwise.
C. Temporary Seeding shall take place on all disturbed areas that are expected to be inactive for more than seven days.
D. Re-use Riprap from Temporary Modified Check Dams for ditch construction to greatest extent possible. Temporary Modified Check Dams are only needed when Erosion Resistant Linings are not in place downstream of the Check Dam, except for the most downstream Check dam. Erosion Resistant Linings include Riprap or Sod.

TEMPORARY PERIMETER PROTECTION QUANTITIES

Stations	Lt. / Rt.	Quantity (Lft.)
28+45 to 33+68	Rt.	530
28+83 to 33+72	Lt.	495
34+97 to 35+54	Lt.	70
35+51 to 36+40	Rt.	95
35+82 to 36+30	Lt.	60
	Total:	1250

TEMPORARY EROSION CONTROL QUANTITIES

Item	Quantity Totals
Perimeter Protection (Filter Sock or equivalent)	1250.0 Lft
No. 2 Stone	100.0 Ton
Temporary Check Dam, Revetment Riprap	16.0 Ton
Temporary Filter Stone	4.0 Ton
Temporary Geotextile	275.0 Sys
Temporary Inlet Protection	1 Each
Temporary Mulch	1.6 Ton
Temporary Seed	96.0 Lbs

NOTES

1. For additional guidance regarding Temporary Pipe End Protection, see INDOT Std. Dwg. E 205-TECD-02.
2. For additional guidance regarding Temporary Modified Check Dam with Revetment Riprap, see INDOT Std. Dwg. E 205-TECD-06.
3. For additional guidance regarding Temporary Perimeter Protection with Filter Sock, see INDOT Std. Dwg. E 205-TECD-10.

PLOT: 3/22/2024 10:34:47 AM

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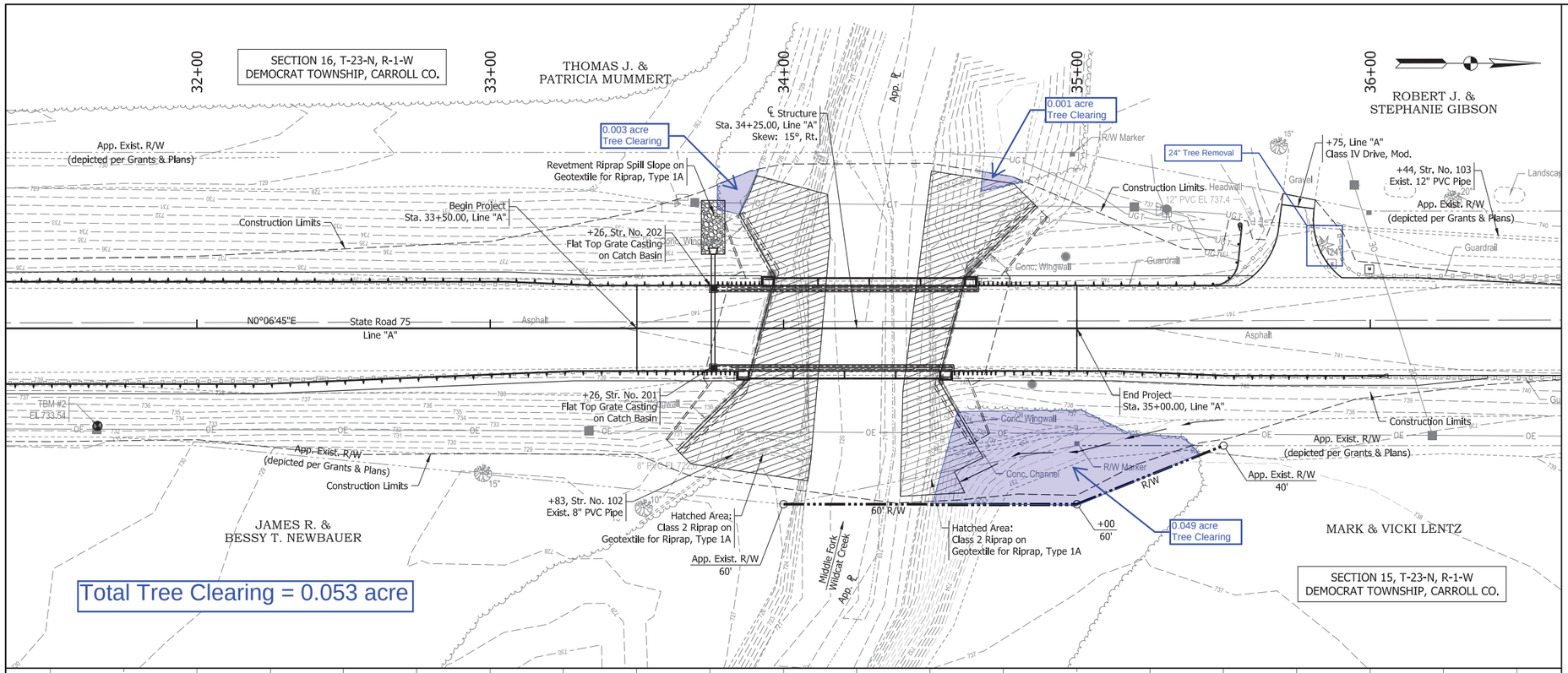
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CHECKED: JI 3/2024 CHECKED: JI 3/2024

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EROSION CONTROL

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1" = 20'	075-08-03486
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	9 of 25
CONTRACT	PROJECT
B-41435	1703010

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GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

HYDRAULIC DATA

Drainage Area Upstream	42.3	sq mi
Q100 Discharge	6500	cfs
Q100 Elevation (High Water Elevation)	733.46	ft
Existing Q100 Backwater	4.28	ft
Existing Gross Waterway Area Opening Below Q100	556.17	sft
Existing Q100 Average Velocity	10.26	ft/sec
Existing Low Structure Elevation	735.55	ft

HYDRAULIC SCOUR DATA

	Q100	
Discharge	6500	cfs
Contraction Scour Depth	13.33	ft
Pier Scour Depth	0.00	ft
Total Scour Depth	13.33	ft
Flow Line Elevation	718.59	ft
Low Scour Elevation	705.55	ft
Maximum Velocity	17.01	ft/sec
D50 (Assumed)	0.01	mm

EARTHWORK TABULATION

Fill +20%	XXX	Cys
Common Excavation	XXX	Cys
Usable Waterway Excavation (70%)	XXX	Cys
Surplus Foundation Excavation	XXX	Cys
Borrow	XXX	Cys
Total Waterway Excavation	XXX	Cys
Benching (Estimated)	XXX	Cys

UNREINFORCED CONCRETE ARCH BRIDGE
1 SPAN: 65'-0"
29'-0" CLEAR ROADWAY; 15°00'00" SKEW RT.
STATE ROAD 75 OVER
MIDDLE FORK OF WILDCAT CREEK
CARROLL COUNTY, IN

PLOT: 3/11/2024 6:33:23 PM

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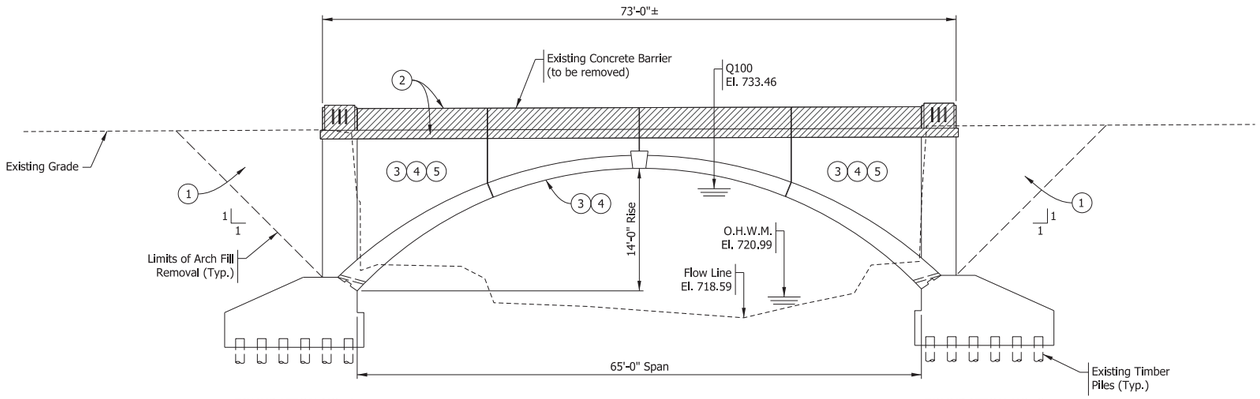
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CHECKED: JI 3/2024 | CHECKED: JI 3/2024

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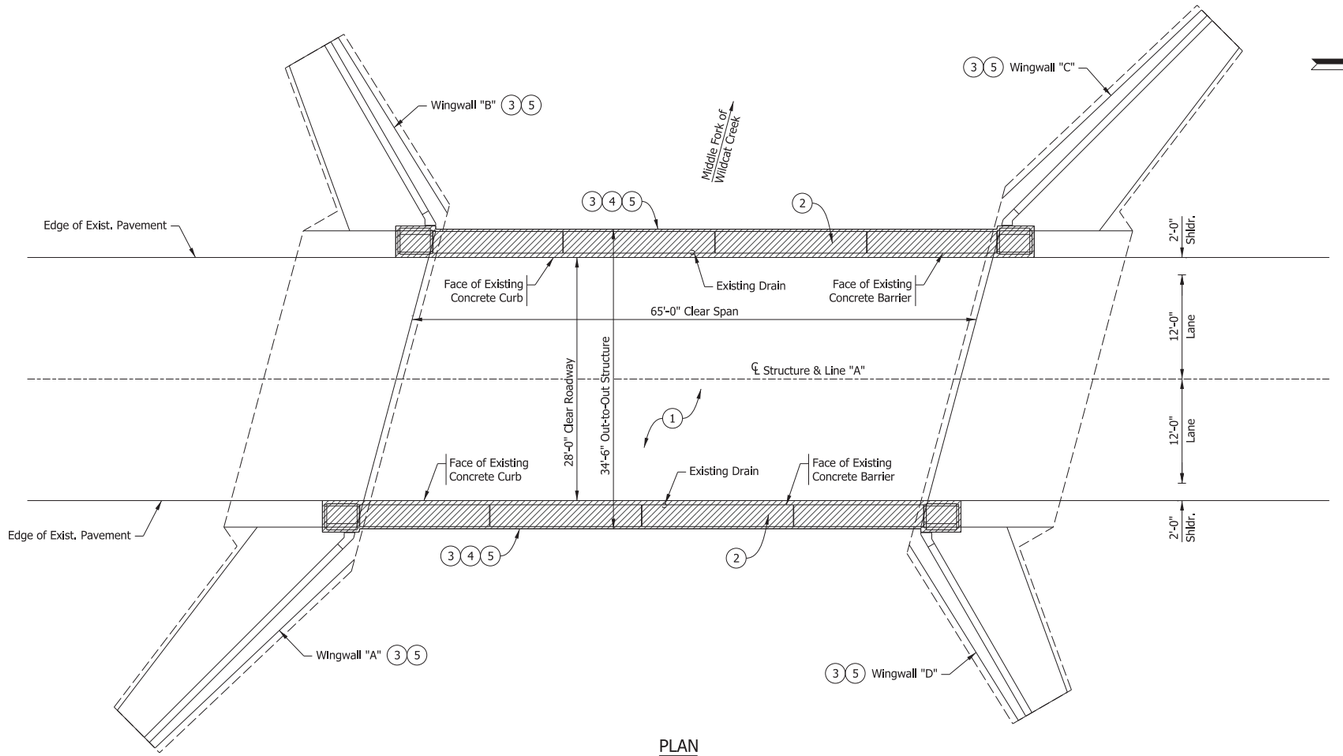
LAYOUT

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1" = 20'	075-08-03486
VERTICAL SCALE	DESIGNATION
1" = 5'	2101206
SURVEY BOOK	SHEETS
N/A	10 of 25
CONTRACT	PROJECT
B-41435	1703010

STRUCTURE BUILT ON A +0.330% GRADE



ELEVATION
Scale: ⅛" = 1'-0"



PLAN
Scale: ⅛" = 1'-0"

GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

Plans for existing structure are on file with the INDOT Central Office as Bridge File 075-08-03486, and are available upon request.

All architectural details shall be replicated in-kind in repair work.

Hatched Areas indicated portions of Structure to be Removed

SCOPE OF WORK LEGEND

1. Remove asphalt surface and arch structure fill material.
2. Remove concrete barrier and portions of concrete spandrel walls as required for proposed construction.
3. Clean and concrete patch exterior faces of existing arch, spandrel walls, and wingwalls. See sheet 15.
4. Clean and concrete patch interior faces of existing arch and spandrel walls as needed.
5. Epoxy-Inject concrete cracks in existing arch, spandrel walls, and wingwalls. See sheet 15.
6. Perform repair to interior corner of Arch as needed if a crack exists. See sheet 17.

NOTES

1. For additional scope of work, see Proposed General Plan on sheets 13 and 14.
2. For additional details regarding structure repairs, see sheets 15 thru 17.

UNREINFORCED CONCRETE ARCH BRIDGE
1 SPAN: 65'-0"
28'-0" CLEAR ROADWAY; 15°00'00" SKEW RT.
STATE ROAD 75 OVER
MIDDLE FORK OF WILDCAT CREEK
CARROLL COUNTY, IN

PLOT: 3/11/2024 4:46:20 PM

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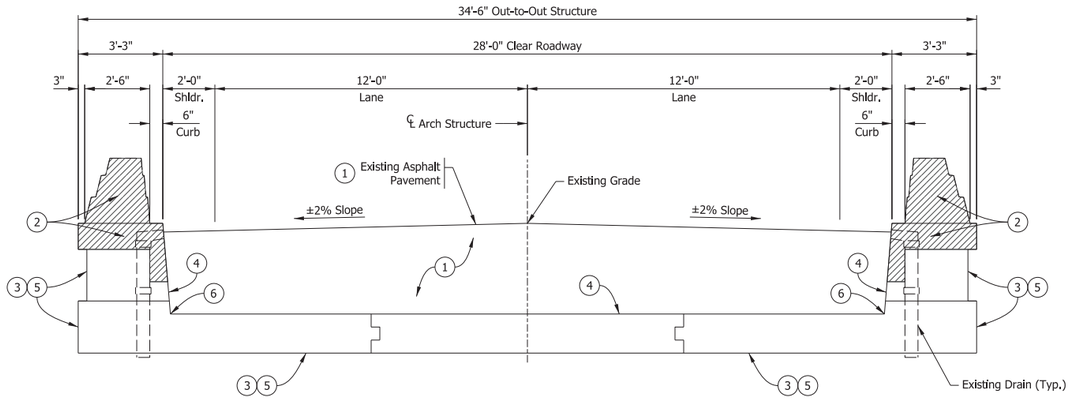
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CHECKED: JI 3/2024 CHECKED: JI 3/2024

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EXISTING GENERAL PLAN

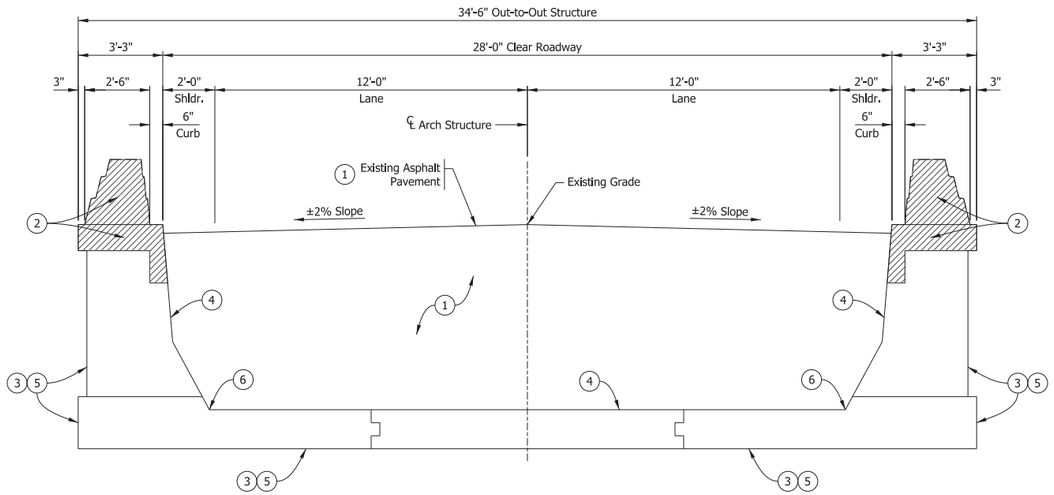
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	2101206
SURVEY BOOK	SHEETS
N/A	11 of 25
CONTRACT	PROJECT
B-41435	1703010

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TYPICAL SECTION AT CROWN OF ARCH

Scale: ⅜" = 1'-0"



TYPICAL SECTION NEAR FOUNDATION

Scale: ⅜" = 1'-0"

GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

Plans for existing structure are on file with the INDOT Central Office as Bridge File 075-08-03486, and are available upon request.

All architectural details shall be replicated in-kind in repair work.

Hatched Areas indicated portions of Structure to be Removed

SCOPE OF WORK LEGEND

1. Remove asphalt surface and arch structure fill material.
2. Remove concrete barrier and portions of concrete spandrel walls as required for proposed construction.
3. Clean and concrete patch exterior faces of existing arch, spandrel walls, and wingwalls. See sheet 15.
4. Clean and concrete patch interior faces of existing arch and spandrel walls as needed.
5. Epoxy-Inject concrete cracks in existing arch, spandrel walls, and wingwalls. See sheet 15.
6. Perform repair to interior corner of Arch as needed if a crack exists. See sheet 17.

NOTES

1. For additional scope of work, see Proposed General Plan on sheets 13 and 14.
2. For additional details regarding structure repairs, see sheets 15 thru 17.

UNREINFORCED CONCRETE ARCH BRIDGE
1 SPAN: 65'-0"
28'-0" CLEAR ROADWAY; 15°00'00" SKEW RT.
STATE ROAD 75 OVER
MIDDLE FORK OF WILDCAT CREEK
CARROLL COUNTY, IN

PLOT: 3/11/2024 4:46:21 PM

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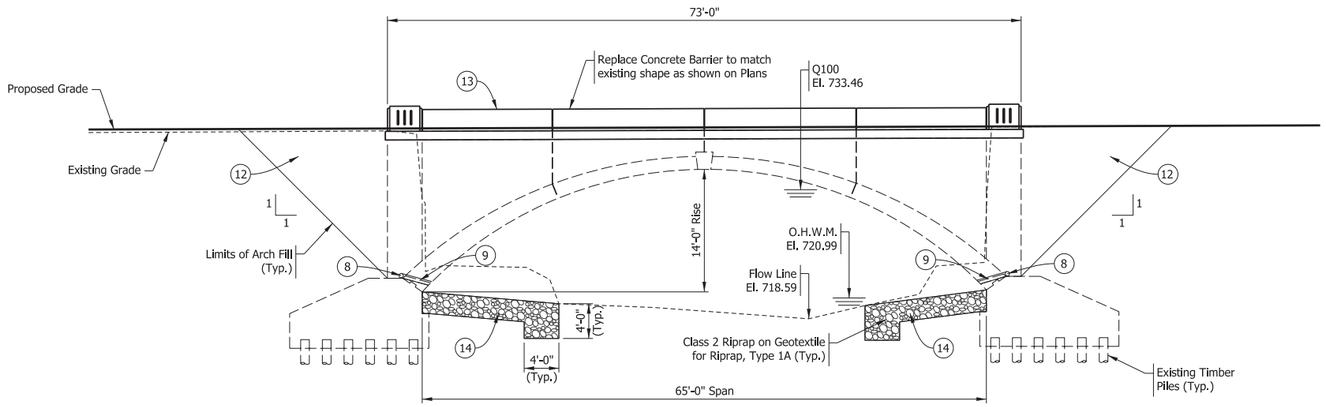
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EXISTING GENERAL PLAN

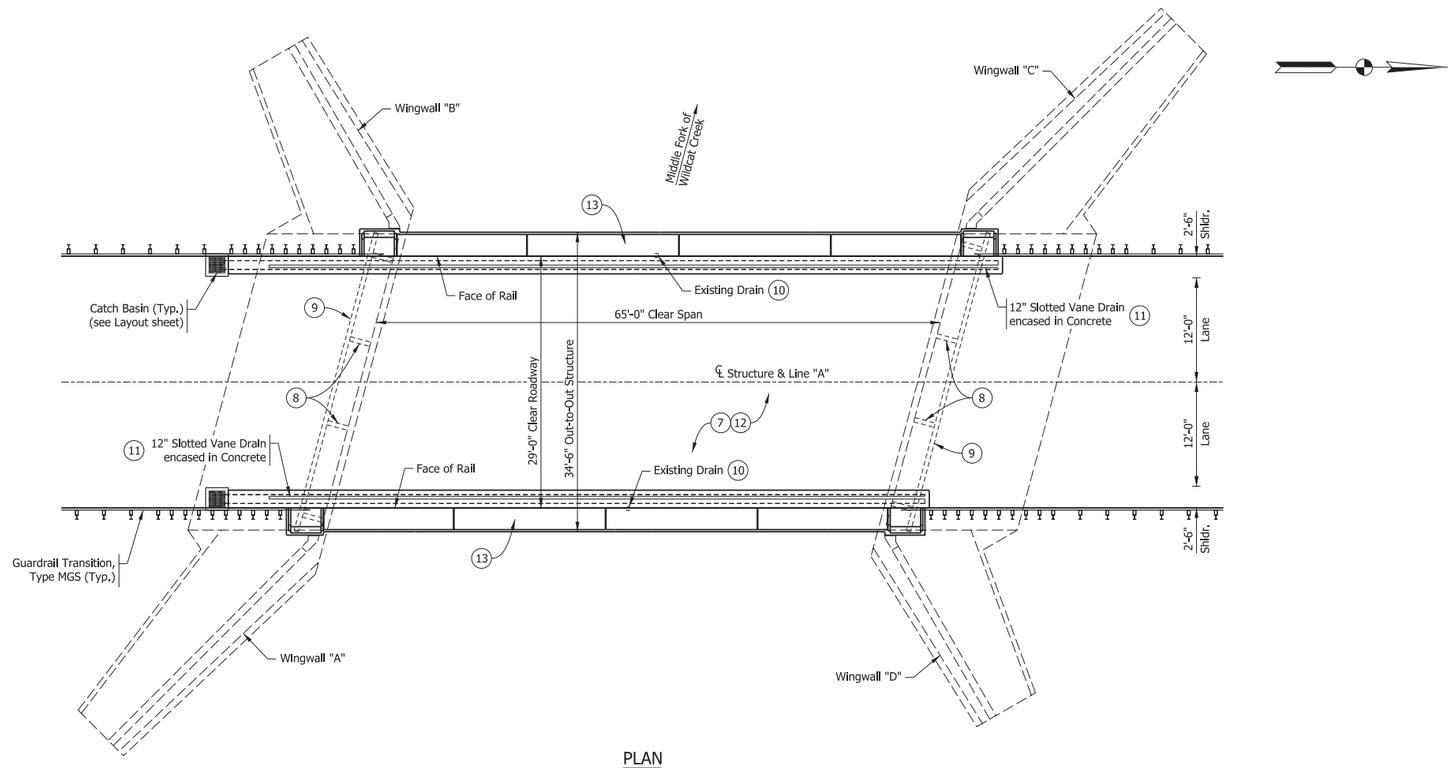
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AS NOTED	075-08-10725
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	12 of 25
CONTRACT	PROJECT
B-41435	1703010

STRUCTURE TO BE BUILT ON A +0.334% GRADE



FOUNDATION NO. 1 FOUNDATION NO. 2

ELEVATION
Scale: ⅛" = 1'-0"



PLAN
Scale: ⅛" = 1'-0"

GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

Plans for existing structure are on file with the INDOT Central Office as Bridge File 075-08-03486, and are available upon request.

All architectural details shall be replicated in-kind in repair work.

SCOPE OF WORK LEGEND

(7) Install drainage board.

(8) Core 6" PVC pipe through structure in locations of existing 4" V.C. pipes at springline. See sheet 16.

(9) Install transverse underdrains in arch fill to connect 6" PVC pipes at springline. See sheet 16.

(10) Permanantly plug existing roadway drains.

(11) Install 12" Slotted Vane Drains encased in Concrete along each inside face of Railing and connecting to Catch Basins and outlet drainage system.

(12) Backfill arch with Structure Backfill, Type 3, and place HMA surface per Roadway Pavement Design (see note 2).

(13) Replace Concrete Barrier and portions of concrete spandrel wall to match existing shape as shown on plans. See sheet 17.

(14) Add riprap around foundations and wingwalls.

NOTES

1. For additional scope of work, see Existing General Plan on sheets 11 and 12.
2. For pavement design information, see sheet 3.
3. For additional details regarding structure repairs, see sheets 15 thru 17.

UNREINFORCED CONCRETE ARCH BRIDGE
1 SPAN: 65'-0"
29'-0" CLEAR ROADWAY; 15°00'00" SKEW RT.
STATE ROAD 75 OVER
MIDDLE FORK OF WILDCAT CREEK
CARROLL COUNTY, IN

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

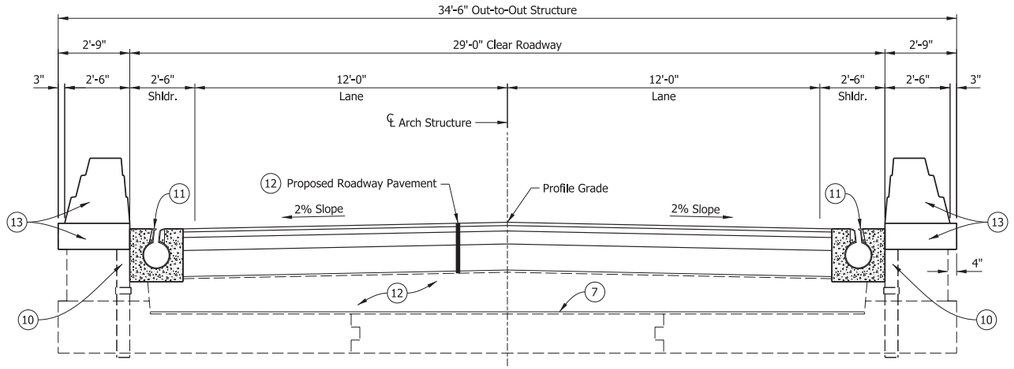
DESIGNED: LS 3/2024 DRAWN: AJ 3/2024
CHECKED: JI 3/2024 CHECKED: JI 3/2024

INDIANA DEPARTMENT OF TRANSPORTATION

PROPOSED GENERAL PLAN

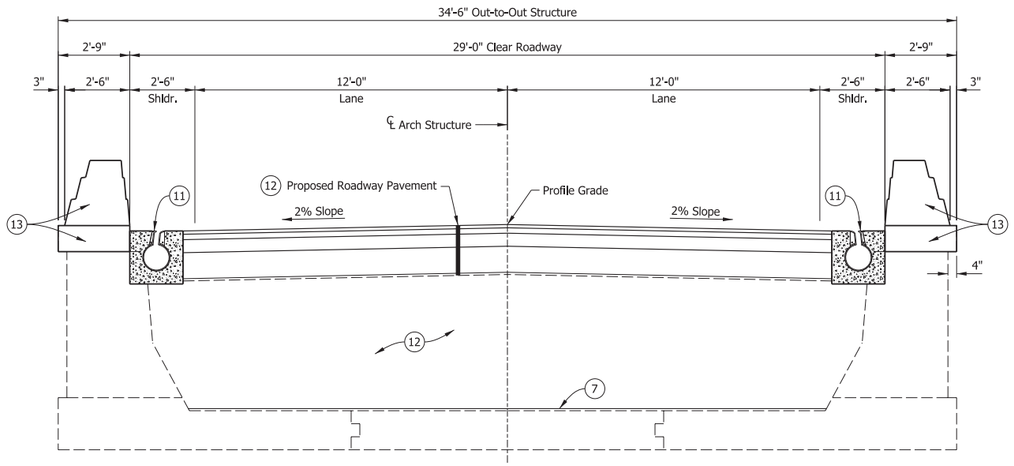
SCALE	BRIDGE FILE
AS NOTED	075-08-10725
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	13 of 25
CONTRACT	PROJECT
B-41435	1703010

PLOT: 3/11/2024 4:46:21 PM
W:\INDOT\2019-217 INDOT- SR75 Bridge Des 1703010\Design\CAD\13-14 - Sht Proposed General Plan.dgn



TYPICAL SECTION AT CROWN OF ARCH

Scale: $\frac{3}{8}$" = 1'-0"



TYPICAL SECTION NEAR FOUNDATION

Scale: $\frac{3}{8}$" = 1'-0"

GENERAL NOTES

Existing Structure is a single-span unreinforced concrete arch bridge with an HMA wearing surface, unreinforced concrete bridge railings, and built in 1942. Existing structure is designated as "Historic-Select" and will remain in place and be rehabilitated per plan details.

Plans for existing structure are on file with the INDOT Central Office as Bridge File 075-08-03486, and are available upon request.

All architectural details shall be replicated in-kind in repair work.

SCOPE OF WORK LEGEND

(7) Install drainage board.

(8) Core 6" PVC pipe through structure in locations of existing 4" V.C. pipes at springline. See sheet 16.

(9) Install transverse underdrains in arch fill to connect 6" PVC pipes at springline. See sheet 16.

(10) Permanantly plug existing roadway drains.

(11) Install 12" Slotted Vane Drains encased in Concrete along each inside face of Railing and connecting to Catch Basins and outlet drainage system.

(12) Backfill arch with Structure Backfill, Type 3, and place HMA surface per Roadway Pavement Design (see note 2).

(13) Replace Concrete Barrier and portions of concrete spandrel wall to match existing shape as shown on plans. See sheet 17.

(14) Add riprap around foundations and wingwalls.

NOTES

1. For additional scope of work, see Existing General Plan on sheets 11 and 12.
2. For pavement design information, see sheet 3.
3. For additional details regarding structure repairs, see sheets 15 thru 17.

UNREINFORCED CONCRETE ARCH BRIDGE
1 SPAN: 65'-0"
29'-0" CLEAR ROADWAY; 15°00'00" SKEW RT.
STATE ROAD 75 OVER
MIDDLE FORK OF WILDCAT CREEK
CARROLL COUNTY, IN

PLOT: 3/11/2024 4:46:22 PM

HWC ENGINEERING
INDIANAPOLIS - TERRE HAUTE - LAFAYETTE
MUNCIE - NEW ALBANY - HAMMOND
www.hwcengineering.com

NOT FOR CONSTRUCTION 3/2024

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: LS 3/2024 DRAWN: AJ 3/2024

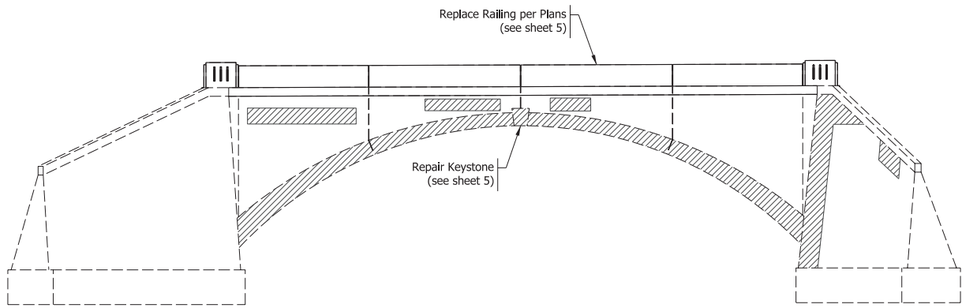
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INDIANA DEPARTMENT OF TRANSPORTATION

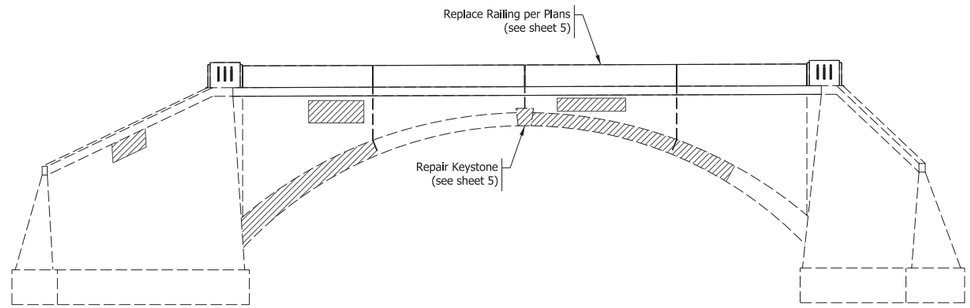
PROPOSED GENERAL PLAN

SCALE	BRIDGE FILE
AS NOTED	075-08-10725
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	14 of 25
CONTRACT	PROJECT
B-41435	1703010

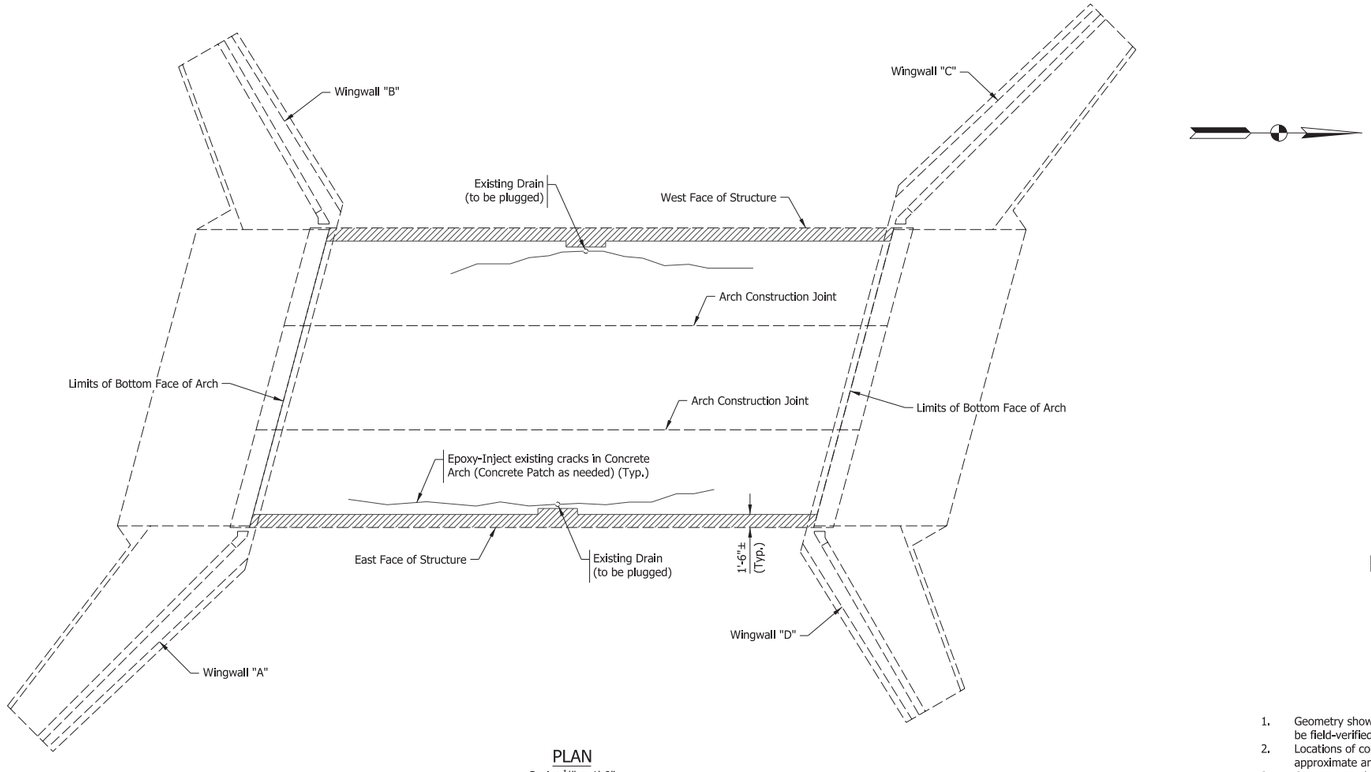
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EAST FACE ELEVATION
Scale: ⅛" = 1'-0"



WEST FACE ELEVATION
Scale: ⅛" = 1'-0"



PLAN
Scale: ⅛" = 1'-0"
(Viewing Bottom Face of Structure)

▨ - Concrete Patching Area

NOTES

1. Geometry shown for Arch Struture are based on existing plans and shall be field-verified by Contractor.
2. Locations of concrete patching and epoxy-injection repair shown are approximate and shall be field-verified by Contractor.
3. Concrete patching and epoxy-injection repair for interior faces of Spandrel Wall and Arch shall be field-determined once fill material has been removed.

PLOT: 3/11/2024 4:46:22 PM

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MUNCIE - NEW ALBANY - HAMMOND
www.hwcengineering.com

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3/2024

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

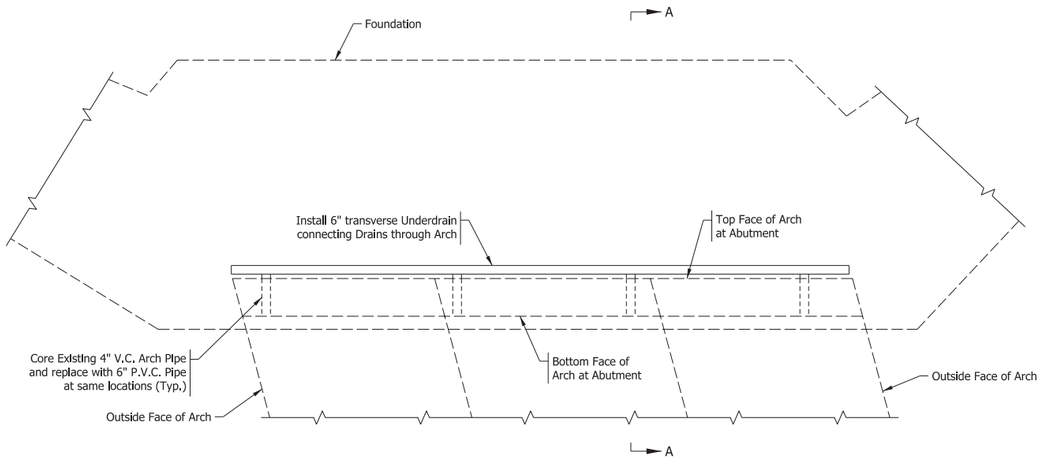
DESIGNED: LS 3/2024 DRAWN: AJ 3/2024
CHECKED: JI 3/2024 CHECKED: JI 3/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE REPAIR DETAILS

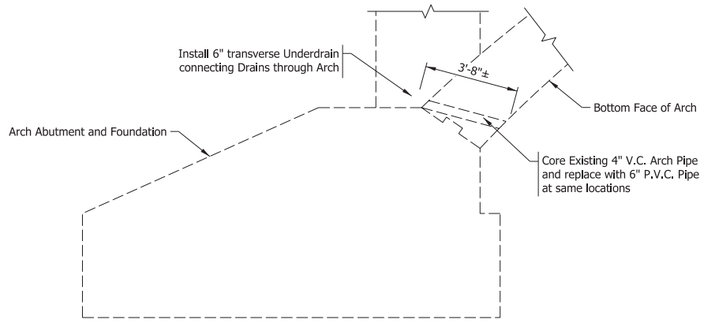
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AS NOTED	075-08-10725
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	15 of 25
CONTRACT	PROJECT
B-41435	1703010

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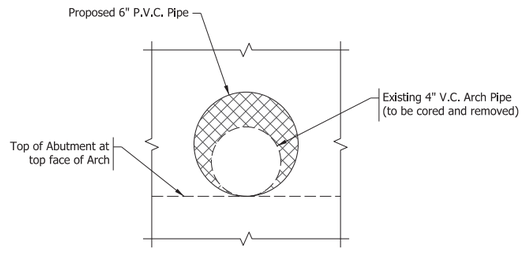
TYPICAL PLAN VIEW AT END OF ARCH

Scale: ¼" = 1'-0"



SECTION A-A

Scale: ⅜" = 1'-0"



TYPICAL ARCH DRAIN DETAIL

Not to Scale

NOTES

1. Geometry shown for Arch Struture are based on existing plans and shall be field-verified by Contractor.
2. Concrete patching and epoxy-injection repair for interior faces of Spandrel Wall and Arch shall be field-determined once fill material has been removed.

PLOT: 3/11/2024 4:46:23 PM

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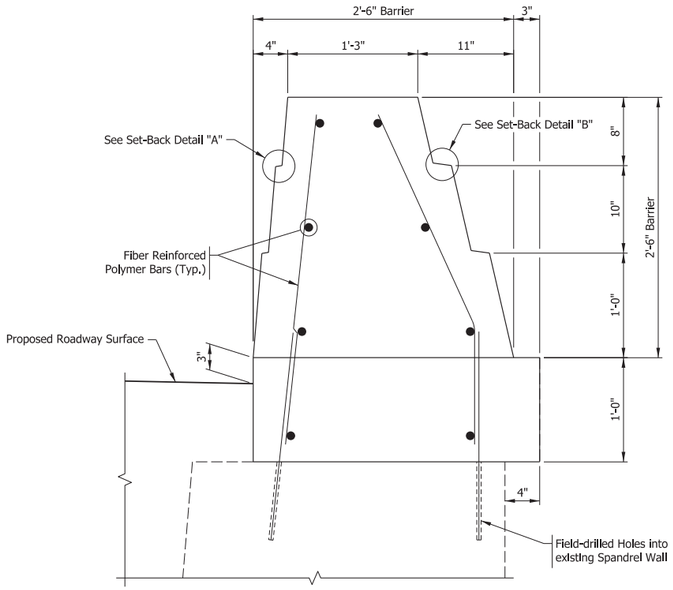
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INDIANA
DEPARTMENT OF TRANSPORTATION

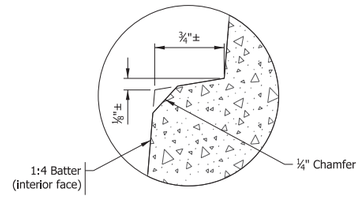
STRUCTURE REPAIR DETAILS

SCALE	BRIDGE FILE
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	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	16 of 25
CONTRACT	PROJECT
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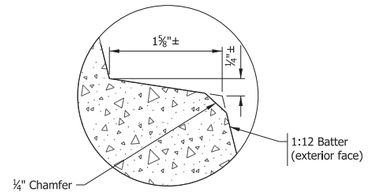
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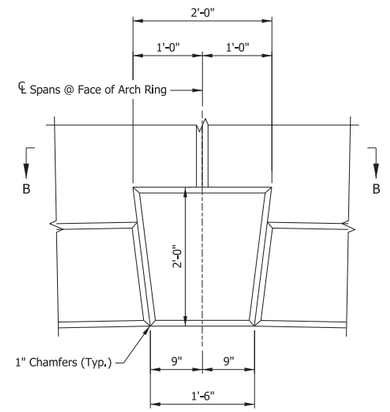
CONCRETE BARRIER DETAILS
Scale: 1½" = 1'-0"



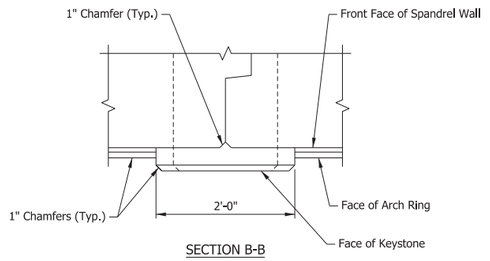
SET-BACK DETAIL "A"
Not to Scale



SET-BACK DETAIL "B"
Not to Scale

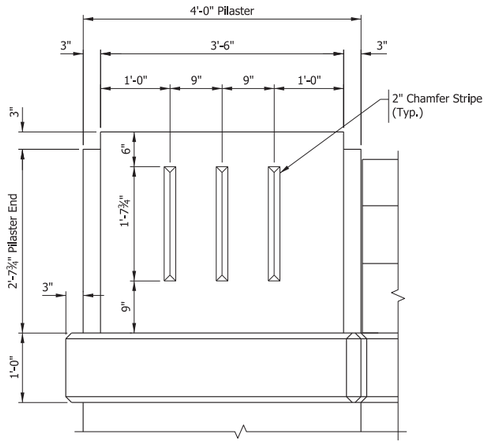


ELEVATION

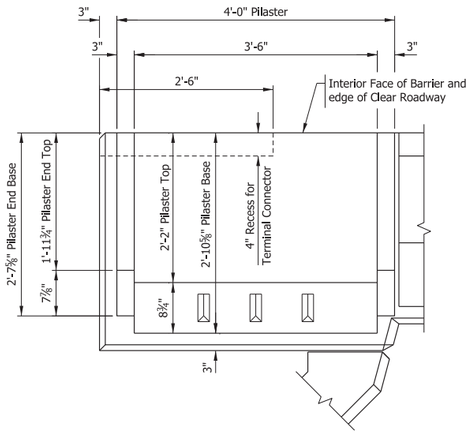


SECTION B-B

KEYSTONE DETAILS
Scale: 1" = 1'-0"

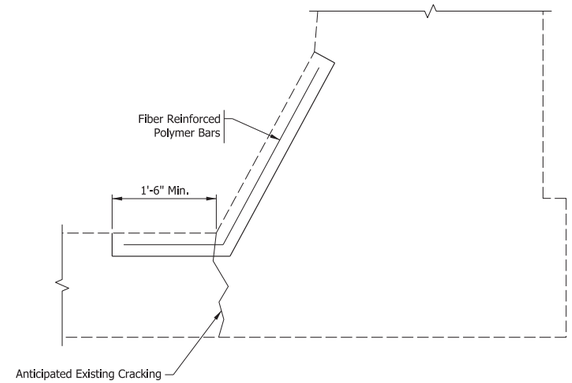


ELEVATION



PLAN

PILASTER DETAILS
Scale: 1" = 1'-0"



CORNER REPAIR DETAILS
Scale: 1" = 1'-0"

NOTES

1. Geometry shown for Arch Struture are based on existing plans and shall be field-verified by Contractor.

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3/2024

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: LS 3/2024	DRAWN: AJ 3/2024
CHECKED: JI 3/2024	CHECKED: JI 3/2024

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURE REPAIR DETAILS

SCALE	BRIDGE FILE
AS NOTED	075-08-10725
	DESIGNATION
	2101206
SURVEY BOOK	SHEETS
N/A	17 of 25
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B-41435	1703010

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APPENDIX C: EARLY COORDINATION

Early Coordination Package
Early Coordination Responses
2022 Re-Coordination Package
2022 Re-Coordination Responses
2024 Re-Coordination Package
2024 Re-Coordination Responses

Sample Early Coordination Letter

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 6, 2021

Re: Des. No.: 1703010, Bridge Project over Middle Fork Wildcat Creek on SR 75, 1.64 miles North of SR 26, Carroll County

Dear Consulting Party:

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

This project is located on SR 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. This section of SR 75 is a two lane Rural - Major Collector roadway that consists of two 12 foot (ft) travel lanes bordered by 2 ft paved shoulders. Middle Fork Wildcat Creek passes under the structure. The existing structure (Bridge No. 075-08-03486; NBI No. 024960) is a 73-ft long single span spandrel concrete arch with an out-to-out deck width of 34.5 ft. The existing concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The existing structure has cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The approximate existing right-of-way varies from 40 ft to 60 ft on each side of the centerline throughout the project area.

The current proposed project would leave the current structure intact while constructing a new bridge adjacent to and east of the historic one and would include upgrading the guardrail to current standards. The work on the existing structure would include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Any cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would be removed. The asphalt pavement over the existing bridge would be replaced to aid in surface drainage. All existing guardrail would be removed. Riprap would be placed at both abutments to repair the scour hole at the north abutment and protect from future scour. Interpretive signage would be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would be included with pedestrian access to the bridge.

The proposed bypass bridge would be a single-span multi-beam bridge and would feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would be constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge would meet all INDOT Level 1 criteria and would be approximately 80-ft long and 33-ft wide. The new bridge would be offset from the existing bridge approximately 30 ft to 35 ft to avoid impacting the wingwalls of the existing

structure. The section of SR 75 over the new bypass road would consist of two 12 ft travel lanes with 3 ft paved, usable shoulders. The project would require the acquisition of 6.487 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be 39.9 ft to 284.4 ft from centerline. The project limits would be approximately 1,300 ft in length. The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421, and SR 18. Construction is anticipated to begin in Spring 2023.

Land use in the vicinity of the project is primarily wooded and agricultural with one adjacent residence. The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will review waters and wetlands determinations and a biological assessment by ASC Group, Inc. to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will review the areas of additional right-of-way for archaeological and historic resources by ASC Group, Inc. for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. The INDOT CRO will review a Historic Bridge Alternatives Analysis (HBAA) completed for this project by HWC Engineering. This report will be forwarded to the SHPO for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Harry Nikides, Indiana Regional Manager, at hnikides@ascgroup.net or 317.915.9300, ext. 100 or Jackie Hockaday, Project Manager at jhockaday@indot.in.gov or 574.946.1164. Thank you in advance for your input.

Sincerely,



Harry Nikides
Indiana Regional Manager
ASC Group, Inc.

cc: Harry Nikides, ASC Group, Inc.
Jackie Hockaday, INDOT

Attachments:
List of Agencies
Maps (Project Location, Topographic, and Aerial)
Photographs

Graphics can be found in Appendix B.

Sample Recipient List

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

Federal Highway Administration (FHWA)
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, IN 46204
(Electronic Coordination)
Kari Carmany-George – Crawfordsville, Fort Wayne, LaPorte, and Vincennes Districts k.carmanygeorge@dot.gov

Indiana Geological and Water Survey (IGWS)
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)
https://igs.indiana.edu/eAssessment

Environmental Coordinator
Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW)
402 West Washington Street, Room W273
Indianapolis, IN 46204
(Electronic Coordination)
environmentalreview@dnr.in.gov

Chief, Groundwater Section
Indiana Department of Environmental Management (IDEM)
100 North Senate Avenue
Indianapolis, IN 46204
(Electronic Coordination)
https://www.in.gov/idem/clean water/pages/wellhead/

IDEM
(Electronic Coordination)

Field Environmental Officer
Chicago Regional Office
U.S. Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604
(Electronic Coordination)
Melanie.H.Castillo@hud.gov

INDOT – LaPorte District
315 East Boyd Boulevard
LaPorte, IN 46350
(Electronic Coordination)
SMichels@indot.in.gov

Field Supervisor
U.S. Fish & Wildlife Service (USFWS)
Northern Indiana Suboffice
PO Box 2616
Chesterton, IN 46304
(Electronic Coordination)
Elizabeth_mccloskey@fws.gov

State Conservationist
Natural Resources Conservation Service (NRCS)
6013 Lakeside Blvd.
Indianapolis, IN 46278
(Electronic Coordination)
Rick.neilson@in.usda.gov

INDOT
Office of Aviation
100 North Senate Avenue, Room 955
Indianapolis, IN 46204
(Electronic Coordination)
JCourtade@indot.in.gov

US Army Corps of Engineers (USACE)
Louisville District, Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
(Electronic Coordination)
RegulatoryApplicationsLRL@usace.army.mil

USACE
Chicago District
Section 408 Coordinator, ORD-R
231 South LaSalle Street, Suite 1500
Chicago, IL 60604
(Electronic Coordination)
Eugene.J.Fleming@usace.army.mil
CC: Susanne.J.Davis@usace.army.mil
Chicago408@usace.army.mil

Area Plan Commission of Tippecanoe County
20 North Third Street
Lafayette, IN 47901
(Electronic Coordination)
sfahey@tippecanoe.in.gov

Carroll County Council Members
Democrat Township Representative
4810 South 5 East
P.O. Box 362
Cutler, IN 46920
(Electronic Coordination)
Council3@carrollcountyin.gov

Carroll County Commissioner Members
Democrat Township Representative
P.O. Box 291
Cutler, IN 46920
(Electronic Coordination)
Commissioner3@carrollcountyin.gov

Carroll County Area Plan Commission
Floodplain Administrator
Kamron Yates
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
areaplan@carrollcountyin.gov

Carroll County Soil and Water
101 West Main Street
Delphi, IN 46923

Carroll County Surveyor's Office
Donald Shockley
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
ccsurveyor@carrollcountyin.gov

INDOT CRO
Anuradha Kumar – Manager
100 North Senate Avenue, IGCN 758-ES
Indianapolis, IN 46204
(Electronic Coordination)
akumar@indot.in.gov

Carroll Consolidated School Corporation
2 South Third Street
Flora, Indiana 46929

Democrat Township Fire Department
76 East 485 South
Cutler, IN 46920

Carroll County Emergency Medical Services
2401 SR 18
Flora, IN 46929

Carroll County Sheriff's Department
310 West Main Street
Delphi, IN 46923

From:	Courtade, Julian
To:	Stephanie Kline
Subject:	RE: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter
Date:	Wednesday, January 6, 2021 1:48:50 PM
Attachments:	image002.png image003.png image004.png image005.png image006.png image007.png

Stephanie –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: Stephanie Kline <skline@ascgroup.net>
Sent: Wednesday, January 6, 2021 11:12 AM
To: hNikides <hnikides@ascgroup.net>
Cc: Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Leah Konicki <lkonicki@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

From: Michels, Stewart
To: Stephanie Kline
Subject: RE: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter
Date: Friday, January 8, 2021 9:46:07 AM

Stephanie,

Thank you for providing a copy of the early coordination letter for Des 1703010 to the LaPorte District Environmental Services. We do not have any comment at this time. Thank you, again, for contacting us.

Regards,

Stew

From: Stephanie Kline <skline@ascgroup.net>
Sent: Wednesday, January 6, 2021 10:12 AM
To: hNikides <hnikides@ascgroup.net>
Cc: Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Leah Konicki <lkonicki@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

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

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

Federal Highway Administration
Indiana Geological & Water Survey
Indiana Dept. of Natural Resources – Division of Fish and Wildlife
IDEM Wellhead Proximity Determinator
Indiana Department of Environmental Management
US Dept. of Housing and Urban Development
INDOT – LaPorte District
US Fish and Wildlife Service
Natural Resources Conservation Services
INDOT – Aviation

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

January 13, 2021

Harry Nikides
ASP Group
9376 Castlegate Drive,
Indianapolis, Indiana 46256

Dear Mr. Nikides:

The proposed project to construct a new bridge, adjacent to the existing bridge that will carry State Road 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (Des No. 1703010) as referred to in your letter received January 6, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. 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.

Sincerely,

RICHARD NEILSON
Digitally signed by RICHARD NEILSON
Date: 2021.01.14 09:58:02 -05'00'

RICK NEILSON
State Soil Scientist

Enclosures

USDA is an equal opportunity provider, employer and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 1/6/2021
Name of Project Des1703010 SR 75 Bridge over MF Wild	Federal Agency Involved INDOT
Proposed Land Use Transportation	County and State Carroll County, Indiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 1/6/2021 / 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: 391 ac
Major Crop(s): Corn	Farmable Land In Govt. Jurisdiction Acres: 228104 % 95	Amount of Farmland As Defined in FPPA Acres: 211171 % 88	
Name of Land Evaluation System Used: LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS: 1/13/2021	

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				
B. Total Acres To Be Converted Indirectly	0.00			
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	6.03			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.003			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	77			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	77			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	14			
2. Perimeter In Non-urban Use	(10)	9			
3. Percent Of Site Being Farmed	(20)	14			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	3			
8. Creation Of Non-farmable Farmland	(10)	5			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	3			
11. Effects Of Conversion On Farm Support Services	(10)	1			
12. Compatibility With Existing Agricultural Use	(10)	4			
TOTAL SITE ASSESSMENT POINTS	160	78	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	77	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	78	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	155	0	0	0

Site Selected: Site A	Date Of Selection 6/16/22	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

For Des No. 1703010 , SR 75 Bridge Replacement Project over Middle Fork Wildcat Creek.

Name of Federal agency representative completing this form: ASC Group, Inc.	Date: 6/16/2022

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

From: McCloskey, Elizabeth
To: Stephanie Kline; Harry Nikides
Cc: "jhockaday@indot.in.gov"
Subject: Re: [EXTERNAL] Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter
Date: Tuesday, January 19, 2021 2:26:12 PM

Good afternoon, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Ecological Services
Chesterton, Indiana

From: Stephanie Kline <skline@ascgroup.net>
Sent: Wednesday, January 6, 2021 10:11 AM
To: Harry Nikides <hNikides@ascgroup.net>
Cc: 'jhockaday@indot.in.gov' <jhockaday@indot.in.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Leah Konicki <lkonicki@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: [EXTERNAL] Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

Federal Highway Administration

THIS IS NOT A PERMIT

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

DNR #: ER-23325 **Request Received:** January 6, 2021

Requestor: ASC Group Incorporated
Harry Nikides
9376 Castlegate Drive
Indianapolis, IN 46256

Project: SR 75 new bridge construction adjacent to and east of the existing bridge over Middle Fork Wildcat Creek, and rehabilitation and preservation of the historical bridge (#075-08-03486; NBI #024960) for pedestrian use, 1.64 miles north of SR 26; Des #1703010

County/Site info: Carroll

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

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

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

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

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

1) Stream Crossing Design:
For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should span the entire channel width (a minimum of 1.2 times the OHWM width) and have a minimum openness ratio (height x width / length) of 0.25.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Upgrading wildlife passage for rehabilitated structures is encouraged whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures. Minimum structure dimensions for white-tailed deer passage must be 20 feet of width clearance (overall size of the structure opening) and 8 feet of height clearance measured from the OHWM to the low chord elevation. Bank lines must be restored

Attachments: A - Bridge Exemption Criteria

within or underneath structures to allow for wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minumum 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. Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: http://www.fs.fed.us/wildlifecrossings/library/, https://roadecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf, https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf.

2) Bank Stabilization:
Some form of bank and/or streambed 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. 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. 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: http://directives.sc.egov.usda.gov/17553.wba.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (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. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed or flowline elevation unless specifically designed and installed for grade control and aquatic organism passage. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

3) Riparian Habitat:
We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's

Attachments: A - Bridge Exemption Criteria

Habitat Mitigation guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

The 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 (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not 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 demolition/construction materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
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.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer **Date:** February 3, 2021

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

Attachments: A - Bridge Exemption Criteria

Sample Re-Coordination Letter

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

August 26, 2022

Re: Des. No.: 1703010, Bridge Project over Middle Fork Wildcat Creek on SR 75, 1.64 miles North of SR 26, Carroll County – Updated Project Scope

Dear Consulting Party:

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

This project is located on State Road (SR) 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. This section of SR 75 is a two lane Rural - Major Collector roadway that consists of two 12 foot (ft) travel lanes bordered by 2 ft paved shoulders. Middle Fork Wildcat Creek passes under the structure. The existing structure (Bridge No. 075-08-03486; NBI No. 024960) is a 73-ft long single span spandrel concrete arch with an out-to-out deck width of 34.5 ft. The existing concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The existing structure has cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The approximate existing right-of-way varies from 40 ft to 60 ft on each side of the centerline throughout the project area.

The current proposed project would leave the current structure intact while constructing a new bridge adjacent to and east of the historic one and would include upgrading the guardrail to current standards. The work on the existing structure would include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Any cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would be removed. The asphalt pavement over the existing bridge would be replaced to aid in surface drainage. All existing guardrail would be removed. Riprap would be placed at both abutments to repair the scour hole at the north abutment and protect from future scour. Interpretive signage would be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would be included with pedestrian access to the bridge. **Updated: A 5-ft wide pedestrian path with a fence lining the path would be added west of the existing bridge and would end at a pedestrian viewing area. A second 5-ft wide pedestrian path would extend from the parking area to approximately the center of the bridge.**

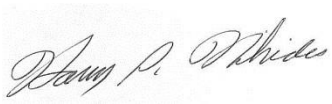
The original proposed bypass bridge would be a single-span multi-beam bridge and would feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would be constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest

of the bridge. The new bridge would meet all INDOT Level 1 criteria and would be approximately 80-ft long and 33-ft wide. The new bridge would be offset from the existing bridge approximately 30 ft to 35 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass bridge would consist of two 12 ft travel lanes with 3 ft paved, usable shoulders. The project would require the acquisition of 6.487 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be 39.9 ft to 284.4 ft from centerline. No temporary right-of-way would be required. The project limits would be approximately 1,300 ft in length. The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421, and SR 18. Construction is anticipated to begin in Spring 2023. **Updated: The current proposed bypass bridge would be a three-span continuous composite pre-stressed concrete I-beam, Type II bridge. The bridge would be constructed parallel and to the east of the existing historic bridge. The bridge would be 121-ft long and 39-ft wide. The bridge would be offset from the existing bridge approximately 40 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass bridge would consist of two 12 ft travel lanes with varied width paved, usable shoulders. The project would require the acquisition of 1.95 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be approximately 40 ft to 150 ft from centerline. The project would require the acquisition of 0.43 acre of temporary right-of-way. The project limits would be approximately 1,650 ft in length.**

Land use in the vicinity of the project is primarily wooded and agricultural with one adjacent residence. **Update: There are two newly constructed houses near the northeast quadrant of the project area.** The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will review waters and wetlands determinations and a biological assessment by ASC Group, Inc. to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will review the areas of additional right-of-way for archaeological and historic resources by ASC Group, Inc. for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. The INDOT CRO will review a Historic Bridge Alternatives Analysis (HBAA) completed for this project by HWC Engineering. This report will be forwarded to the SHPO for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Harry Nikides, Indiana Regional Manager, at hnikides@ascgroup.net or 317.915.9300, ext. 100 or Jackie Hockaday, Project Manager at jhockaday@indot.in.gov or 574.946.1164. Thank you in advance for your input.

Sincerely,



Harry Nikides
Indiana Regional Manager
ASC Group, Inc.

cc: Harry Nikides, ASC Group, Inc.
Jacob Isenburg, HWC Engineering
Jackie Hockaday, INDOT

Attachments:
List of Agencies
Maps (Project Location, Topographic, and Aerial)
Photographs

Graphics can be found in Appendix B.

Sample Recipient List

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

The following agencies received Early Coordination Letters:

These letters were sent out with an incorrect date of 1-6-2020, which has now been revised.

Sent to agencies on 1-6-2021 and 8-26-2022:

Federal Highway Administration (FHWA)
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, IN 46204
(Electronic Coordination)
Kari Carmany-George – Crawfordsville, Fort Wayne, LaPorte, and Vincennes Districts k.carmanygeorge@dot.gov

Indiana Geological and Water Survey (IGWS)
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)
https://igs.indiana.edu/eAssessment

Environmental Coordinator
Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW)
402 West Washington Street, Room W273
Indianapolis, IN 46204
(Electronic Coordination)
environmentalreview@dnr.in.gov

Chief, Groundwater Section
Indiana Department of Environmental Management (IDEM)
100 North Senate Avenue
Indianapolis, IN 46204
(Electronic Coordination)
https://www.in.gov/idem/clean water/pages/wellhead/

IDEM
1-6-2021: (Electronic Coordination)
Section Chief, Wetlands and Stormwater Programs
100 North Senate Avenue
Indianapolis, IN 46204
8-26-2022: (Electronic Coordination)
JTurner2@idem.in.gov
CC: rbraun@idem.in.gov

Field Environmental Officer
Chicago Regional Office
U.S. Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604
(Electronic Coordination)
1-6-2021: Melanie.H.Castillo@hud.gov
8-26-2022: Erik.r.sandstedt@hud.gov

INDOT – LaPorte District – Env. Section Manager
315 East Boyd Boulevard
LaPorte, IN 46350
(Electronic Coordination)
SMichels@indot.in.gov

INDOT – LaPorte District – Project Manager
315 East Boyd Boulevard
LaPorte, IN 46350
(Electronic Coordination)
jhockaday@indot.in.gov

Field Supervisor
U.S. Fish & Wildlife Service (USFWS)
Northern Indiana Suboffice
PO Box 2616
Chesterton, IN 46304
(Electronic Coordination)
Elizabeth_mccloskey@fws.gov

State Conservationist
Natural Resources Conservation Service (NRCS)
6013 Lakeside Blvd.
Indianapolis, IN 46278
(Electronic Coordination)
1-6-2021: Rick.neilson@in.usda.gov
8-26-2022: john.allen@usda.gov

INDOT
Office of Aviation
100 North Senate Avenue, Room 955
Indianapolis, IN 46204
(Electronic Coordination)
JCourtade@indot.in.gov

US Army Corps of Engineers (USACE)
Louisville District, Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
(Electronic Coordination)
RegulatoryApplicationsLRL@usace.army.mil

USACE
Chicago District
Section 408 Coordinator, ORD-R
231 South LaSalle Street, Suite 1500
Chicago, IL 60604
(Electronic Coordination)
Eugene.J.Fleming@usace.army.mil
CC: Susanne.J.Davis@usace.army.mil
Chicago408@usace.army.mil

Area Plan Commission of Tippecanoe County (APCTC) MPO
20 North Third Street
Lafayette, IN 47901
(Electronic Coordination)
1-6-2021: sfahey@tippecanoe.in.gov
8-26-2022: tstroshine@tippecanoe.in.gov

Carroll County Council Members
Democrat Township Representative
4810 South 5 East
P.O. Box 362
Cutler, IN 46920
(Electronic Coordination)
Council3@carrollcountyin.gov

Carroll County Commissioner Members
Democrat Township Representative
P.O. Box 291
Cutler, IN 46920
(Electronic Coordination)
Commissioner3@carrollcountyin.gov

Carroll County Area Plan Commission
Floodplain Administrator
Kamron Yates
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
areaplan@carrollcountyin.gov

Carroll County Soil and Water
101 West Main Street
Delphi, IN 46923

Carroll County Surveyor's Office
Donald Shockley
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
ccsurveyor@carrollcountyin.gov

INDOT CRO
100 North Senate Avenue, IGCN 758-ES
Indianapolis, IN 46204
(Electronic Coordination)
1-6-2021: akumar@indot.in.gov
8-26-2022: mcoon@indot.in.gov

Carroll Consolidated School Corporation
2 South Third Street
Flora, Indiana 46929

Democrat Township Fire Department
76 East 485 South
Cutler, IN 46920

Carroll County Emergency Medical Services
2401 SR 18
Flora, IN 46929

Carroll County Sheriff's Department
310 West Main Street
Delphi, IN 46923

Sent to agencies on 8-26-2022 only:

Soil and Water Conservation District of Carroll County
1523 North US 421, Suite #2
Delphi, IN 46923
(Electronic Coordination)
swcdcc@ffni.com

From: Lewandowski, Tyler
To: Jennifer Rhodes
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter
Date: Monday, August 29, 2022 8:27:14 AM
Attachments: image001.png

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



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

August 31, 2022

Jennifer Rhodes
ASC Group
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

Dear Ms. Rhodes:

The proposed bridge project in Carroll County, Indiana (Des No. 1703010) as referred to in your letter received August 26, 2022, will cause a conversion of prime farmland

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.08.31 12:49:18 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosures

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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 8/26/2022	
Name of Project Des1703010 SR 75 Bridge over MF Wild		Federal Agency Involved INDOT	
Proposed Land Use Transportation		County and State Carroll County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 8/26/22	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 391 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 228104 % 95	Amount of Farmland As Defined in FPPA Acres: 21117 % 88	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 8/31/22	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.88			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	5.24			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	1.47			
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	77			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	79			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	14			
2. Perimeter In Non-urban Use	(10)	9			
3. Percent Of Site Being Farmed	(20)	14			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	3			
8. Creation Of Non-farmable Farmland	(10)	5			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	3			
11. Effects Of Conversion On Farm Support Services	(10)	1			
12. Compatibility With Existing Agricultural Use	(10)	4			
TOTAL SITE ASSESSMENT POINTS	160	78	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	79	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	78	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	157	0	0	0

Site Selected: Site A	Date Of Selection 10/7/2022	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

To meet the purpose and need

Name of Federal agency representative completing this form: ASC Group, Inc.	Date: 10/7/2022

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

From:	McCloskey, Elizabeth
To:	Jennifer Rhodes; Harry Nikides
Cc:	"jhockaday@indot.in.gov"
Subject:	Re: [EXTERNAL] Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter
Date:	Tuesday, September 20, 2022 10:41:57 AM
Attachments:	INFO response Des 1703010 SR 75 over Middle Fork Wildcat Cr 08-29-22.pdf

Good morning, consultation for the Indiana and northern long-eared bats was concluded in August (letter attached). I assume this was for the modified project. If not, and if the impacts have increased so that more mitigation is now required, please let us know. Otherwise, the USFWS has no further concerns about this project.

Elizabeth McCloskey
U.S. Fish and Wildlife Service
Northern Indiana Suboffice
Ecological Services
Chesterton, Indiana

From: Jennifer Rhodes <jrhodes@ascgroup.net>
Sent: Friday, August 26, 2022 10:09 AM
To: Harry Nikides <hNikides@ascgroup.net>
Cc: 'jhockaday@indot.in.gov' <jhockaday@indot.in.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>
Subject: [EXTERNAL] Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

Project Scope Update – Added pedestrian path, updated bridge information, and updated right-of-way amounts

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

Federal Highway Administration

United States Department of the Interior
Fish and Wildlife Service

Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

August 10, 2022

Karstin Carmany-George
Federal Highway Administration
575 N. Pennsylvania St. Room 254
Indianapolis, Indiana 46204
(sent via email)

IPAC Project Code: 2022-0051179

RE: Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek, Carroll County, Indiana

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated July 25, 2022, to verify that the proposed SR 75 Bridge over Middle Fork Wildcat Creek replacement project (the Project) may rely on the February 5, 2018, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated LAA Consistency Letter on July 25, 2022.

This letter provides the Service's response as to whether the Federal Highway Administration may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and/or NLEB.

The Federal Highway Administration has determined that the Project is *likely to adversely affect* the Indiana bat and/or the NLEB.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the Federal Highway Administration's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat and/or the NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take

Indiana Bat

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of Indiana bats. As described in the Incidental Take Statement (ITS) of the BO, such taking will be difficult to detect. The Service determined that it is appropriate to measure the amount or extent of incidental taking resulting from BO projects using the proposed acreage of tree removal from Indiana bat suitable habitat as a surrogate for the numbers of individuals taken.

The proposed Project will remove/trim **0.31 acre(s)** of trees from habitat that is suitable for the Indiana bat. All tree removal will occur in winter (October 1 – March 30) and comply with all other conservation measures in the BO. Based on the BO, **0.22 acre(s)** of the removal are within 100 feet of the edge of pavement and therefore not anticipated to result in any adverse effects; **0.09 acre(s)** are within 100-300 feet and expected to result in adverse effects.

The Federal Highway Administration will use the mitigation ratio of **1.75** from Table 3 of the BO[1] to calculate the compensatory mitigation required to offset these adverse impacts for a total of **0.1575 acres**[2]of trees that is suitable for the Indiana bat.

To comply with the mitigation requirements of the BO, the Federal Highway Administration will contribute **$1,473.26** to TCF, the Program Sponsor, within 1 year of this letter or prior to the start of construction, whichever is earliest. These calculations are based on the mitigation identified above[2] and the 2020-2021 Land Use Values in Table 2 of Exhibit E in TCF's ILF Instrument. If payment is made later than 1 year from the date of this letter, the mitigation cost may change because of updated land use values in Table 2 of Exhibit E[3]. At the time of payment, the Federal Highway Administration or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above. The Federal Highway Administration or non-federal representative must notify TCF at least five days prior to payment so TCF can verify that the appropriate land value has been used.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this programmatic consultation. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

[1] https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ILF_ratios_transportation_agencies.pdf
[2] XX acres * XX ratio
[3] https://www.fws.gov/midwest/endangered/section7/fhwa/pdf/IBAT_ExhibitE_Table2__FeeSchedule_LandValues.pdf

In addition, the Project may take up to 5 Indiana bats that were not detected during bridge/culvert bat assessments conducted prior to implementing the proposed work. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service (refer to User Guide Appendix E - Post Assessment Discovery of Bats at Bridge/Structure Form). Although such take is reasonably certain to occur at up to 10 bridge projects per year as included in the scope of the BO, it is a remote possibility for any individual project that is implemented consistent with the conservation measures of the BO.

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of Indiana bat incidental take and exempted from the prohibitions of Section 9 of the ESA. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the BO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the BO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located in project action areas.

Northern Long-eared Bat

The Service anticipates that tree removal associated with the Project will cause incidental take of NLEBs. However, the Project is consistent with the BO, and such projects will not cause take of NLEB that is prohibited under the ESA section 4(d) rule for this species (50 CFR §17.40(o)). Therefore, the incidental take of NLEBs resulting from the Project does not require exemption from the Service.

Reporting Dead or Injured Bats

The Federal Highway Administration, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats and/or NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the Federal Highway Administration discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of Indiana bat is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;

3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that the Project may affect.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes more than **0.09 acre(s)** of habitat suitable for the Indiana bat from between 100-300 feet from the edge of pavement; or
- the Project takes more than 5 Indiana bats resulting from work on the bridge/structure.

In instances where the amount or extent of incidental take is exceeded, the Federal Highway Administration is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at Robin_Mcwilliams@fws.gov.

Sincerely,

Robin McWilliams Munson for

Scott Pruitt
Field Supervisor

Cc: (via email)
Sandy Bowman, INDOT, Indianapolis, IN
Elizabeth McCloskey, USFWS, Chesterton, IN
Stewart Michels, INDOT, LaPorte, IN
Moira Snuffer, ASC Group, Indianapolis, IN
Ibat ILF coordinator – to be sent by INDOT at later date

THIS IS NOT A PERMIT

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

DNR #: ER-23325-1 **Request Received:** August 26, 2022

Requestor: ASC Group Incorporated
Harry Nikides
9376 Castlegate Drive
Indianapolis, IN 46256

Project: SR 75 new bridge construction adjacent to and east of the existing bridge over Middle Fork Wildcat Creek, and rehabilitation and preservation of the historical bridge (#075-08-03486; NBI #024960) for pedestrian use, 1.64 miles north of SR 26; Des #1703010: new pedestrian path added and other updates

County/Site info: Carroll

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

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

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

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

Fish & Wildlife Comments: All of the recommendations in our previous letter dated February 3, 2021, still apply.

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

Christie L. Stanifer **Date:** September 23, 2022

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

Attachments: A - Bridge Exemption Criteria

Sample 2nd Re-Coordination Letter

INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Michael Smith, Commissioner

May 17, 2024

Re: INDOT Des. No.: 1703010, Bridge Project over Middle Fork of Wildcat Creek on SR 75, 1.64 Miles North of SR 26, Carroll County – Updated Preferred Alternative and Reduced Project Limits

Dear Consulting Party:

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

This project is located on State Road (SR) 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. This section of SR 75 is a two-lane Rural - State Collector roadway that consists of two 12-foot (ft) wide travel lanes bordered by 2-ft wide paved shoulders. Middle Fork of Wildcat Creek passes under the structure. The existing structure (Bridge No. 075-08-03486; NBI No. 024960) is a 73-ft long single-span spandrel concrete arch with an out-to-out deck width of 34.5 ft. The existing concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The existing structure has cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. **Added: The draft need is based on the deteriorating condition of the drainage structure (Structure No. 075-08-03486; National Bridge Inventory (NBI) No. 24960), which includes scour issues. A secondary need is due to the clear roadway width across the bridge being narrower than the approach roadway width and the bridge railing not meeting current standards. The draft purpose is to provide a structurally adequate structure and ensure continued traffic on SR 75 by improving the condition rating to at least a 7 (good condition) or greater and to provide scour protection. A secondary purpose is to provide a roadway width and bridge railing that meet current standards.** The approximate existing right-of-way varies from 40 ft to 60 ft on each side of the centerline throughout the project area.

Previously: The current proposed project would leave the current structure intact while constructing a new bridge adjacent to and east of the historic one and would include upgrading the guardrail to current standards. The work on the existing structure would include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Any cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would be removed. The asphalt pavement over the existing bridge would be replaced to aid in surface drainage. All existing guardrail would be removed. Riprap would be placed at both abutments to repair the scour hole at the north abutment and protect from future scour. Interpretive signage would be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would be included with pedestrian access to the bridge. Update from August 2022: A 5-ft wide pedestrian path with a fence lining

the path would be added west of the existing bridge and would end at a pedestrian viewing area. A second 5-ft wide pedestrian path would extend from the parking area to approximately the center of the bridge.

The original proposed bypass bridge would be a single-span multi-beam bridge and would feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would be constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge would meet all INDOT Level 1 criteria and would be approximately 80-ft long and 33-ft wide. The new bridge would be offset from the existing bridge approximately 30 ft to 35 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass bridge would consist of two 12 ft travel lanes with 3 ft paved, usable shoulders. The project would require the acquisition of 6.487 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be 39.9 ft to 284.4 ft from centerline. No temporary right-of-way would be required. The project limits would be approximately 1,300 ft in length. The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421, and SR 18. Construction is anticipated to begin in Spring 2023. Update from August 2022: The current proposed bypass bridge would be a three-span continuous composite pre-stressed concrete I-beam, Type II bridge. The bridge would be constructed parallel and to the east of the existing historic bridge. The bridge would be 121-ft long and 39-ft wide. The bridge would be offset from the existing bridge approximately 40 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass bridge would consist of two 12 ft travel lanes with varied width paved, usable shoulders. The project would require the acquisition of 1.95 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be approximately 40 ft to 150 ft from centerline. The project would require the acquisition of 0.43 acre of temporary right-of-way. The project limits would be approximately 1,650 ft in length.

Updated Preferred Alternative

During Section 106 consultation, a commenter suggested that the rehabilitation alternative be reconsidered for the project. This caused a re-evaluation of the project's alternatives and a new preferred alternative to be selected. The current proposed project would repair the existing bridge. The project would remove and replace the existing asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included and would preserve all the architectural details of the bridge. The existing bridge railing would be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The replacement railing would be designed using glass fiber reinforced polymer rebar (GFRP) so it would not alter the nature of the historic bridge. GFRP would also be used to repair the existing cracking along the interface of the spandrel wall and arch ring. Concrete cracks would be epoxy injected. A drainage board would be used along the top of the arch to direct drainage to transverse underdrains at each end, which would then drain through the existing abutment drains. The existing pipe drains would be replaced with larger drains due to some of the abutment drains collapsing. The roadway drains at the midspan of the existing bridge would be removed and patched to be watertight. New slotted drains would be added in front of the railing to collect storm water and would carry the water to the ends of the bridge and would discharge away from the bridge. The existing roadway would remain 12-ft wide; however, the shoulders would be widened to 2.5-ft wide and would require a design exception for usable shoulder width. The scour hole at the north foundation, which exposes some of the concrete footer, would be filled in and protected with riprap along the existing stream banks. The project requires the acquisition of 0.034 acre of permanent right-of-way and no temporary right-of-way. Proposed right-of-way widths along SR 75 would be 60 ft from centerline. The project limits would be approximately 150 ft (0.028 mile) in length. The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421/SR 39, and SR 18. Approximately 0.053 acre of trees would be cleared as part of this project. The project is anticipated to start construction in Spring 2027.

Land use in the vicinity of the project is primarily wooded and agricultural with one adjacent residence. Update from August 2022: There are two newly constructed houses near the northeast quadrant of the project area. The INDOT Environmental Services Division (ESD) Ecology & Waterway Permitting Office (EWPO) will review waters and wetlands determinations and a biological assessment by ASC Group, Inc. to identify any ecological resources that may be present. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will review the areas of additional right-of-way for archaeological and historic resources by ASC Group, Inc. for Section 106 compliance. The results of this investigation will

be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. The INDOT CRO will review a Historic Bridge Alternatives Analysis (HBAA) completed for this project by HWC Engineering. This report will be forwarded to the SHPO for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Cameron Berry, Indiana Regional Manager, at cberry@ascgroup.net or 317.915.9300, or Jackie Hockaday, Project Manager at jhockaday@indot.in.gov or 574.946.1164. Thank you in advance for your input.

Sincerely,



Cameron Berry
Indiana Regional Manager
ASC Group, Inc.

cc: Cameron Berry, ASC Group, Inc.
Jacob Isenburg, HWC Engineering
Jackie Hockaday, INDOT

Attachments:
List of Agencies
Maps (Project Location, Topographic, and Aerial)
Photographs

Sample Recipient List

INDIANA DEPARTMENT OF TRANSPORTATION

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

Eric Holcomb, Governor
Michael Smith, Commissioner

The following agencies received Early Coordination Letters:

Sent to agencies on 1-6-2020, 8-26-2022, and 5-17-2024:
Federal Highway Administration (FHWA)
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, IN 46204
(Electronic Coordination)
Kari Carmany-George – Crawfordsville, Greenfield, and LaPorte Districts k.carmanygeorge@dot.gov

Indiana Geological and Water Survey (IGWS)
611 North Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)
https://igws.indiana.edu/eAssessment

Environmental Coordinator
Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW)
402 West Washington Street, Room W273
Indianapolis, IN 46204
(Electronic Coordination)
environmentalreview@dnr.in.gov

Chief, Groundwater Section
Indiana Department of Environmental Management (IDEM)
100 North Senate Avenue
Indianapolis, IN 46204
(Electronic Coordination)
https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/

IDEM
1-6-2020: (Electronic Coordination)
Section Chief, Wetlands and Stormwater Programs
100 North Senate Avenue
Indianapolis, IN 46204
8-26-2022: (Electronic Coordination)
JTurner2@idem.in.gov
CC: rbraun@idem.in.gov
5-17-2024: No coordination

Field Environmental Officer
Chicago Regional Office
U.S. Department of Housing and Urban Development
Metcalf Federal Building
77 West Jackson Boulevard, Room 2401
Chicago, IL 60604
(Electronic Coordination)
1-6-2020: Melanie.H.Castillo@hud.gov
8-26-2022 and 5-17-2024: Erik.r.sandstedt@hud.gov

INDOT – LaPorte District – Env. Section Manager
315 East Boyd Boulevard
LaPorte, IN 46350
(Electronic Coordination)
SMichels@indot.in.gov

INDOT – LaPorte District – Project Manager
315 East Boyd Boulevard
LaPorte, IN 46350
(Electronic Coordination)
jhockaday@indot.in.gov

Field Supervisor
U.S. Fish & Wildlife Service (USFWS)
Northern Indiana Suboffice
PO Box 2616
Chesterton, IN 46304
(Electronic Coordination)
Elizabeth_mccloskey@fws.gov

State Conservationist
Natural Resources Conservation Service (NRCS)
6013 Lakeside Boulevard
Indianapolis, IN 46278
(Electronic Coordination)
1-6-2020: Rick.neilson@in.usda.gov
8-26-2022 and 5-17-2024: john.allen@usda.gov

INDOT
Office of Aviation
100 North Senate Avenue, Room 955
Indianapolis, IN 46204
(Electronic Coordination)
JCourtade@indot.in.gov
5-17-2024: Tyler Lewandowski tlewandowski@indot.in.gov

US Army Corps of Engineers (USACE)
Louisville District, Indianapolis Regulatory Office
Indianapolis, IN 46216
(Electronic Coordination)
RegulatoryApplicationsLRL@usace.army.mil

USACE
Chicago District
231 South LaSalle Street, Suite 1500
Chicago, IL 60604
(Electronic Coordination)
Eugene.J.Fleming@usace.army.mil
CC: Susanne.J.Davis@usace.army.mil
Chicago408@usace.army.mil
5-17-2024: ChicagoRequests@usace.arny.mil

Area Plan Commission of Tippecanoe County (APCTC) MPO
20 North Third Street
Lafayette, IN 47901
(Electronic Coordination)
1-6-2020: sfahey@tippecanoe.in.gov
8-26-2022 and 5-17-2024: tstroshine@tippecanoe.in.gov

Carroll County Council Members
Democrat Township Representative
4810 South 5 East
P.O. Box 362
Cutler, IN 46920
(Electronic Coordination)
Council3@carrollcountyin.gov

Carroll County Commissioner Members
Democrat Township Representative
P.O. Box 291
Cutler, IN 46920
(Electronic Coordination)
Commissioner3@carrollcountyin.gov

Carroll County Area Plan Commission
Floodplain Administrator
Kamron Yates
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
areaplan@carrollcountyin.gov

Carroll County Soil and Water
101 West Main Street
Delphi, IN 46923

Carroll County Surveyor's Office
Donald Shockley
101 West Main Street
Delphi, IN 46923
(Electronic Coordination)
ccsurveyor@carrollcountyin.gov
5-17-2024: surveyor@carrollcountyin.gov

INDOT CRO
100 North Senate Avenue, IGCN 758-ES
Indianapolis, IN 46204
(Electronic Coordination)
1-6-2020: akumar@indot.in.gov
8-26-2022 and 5-17-2024: mcoon@indot.in.gov

Carroll Consolidated School Corporation
2 South Third Street
Flora, IN 46929

Democrat Township Fire Department
76 East 485 South
Cutler, IN 46920

Carroll County Emergency Medical Services
2401 SR 18
Flora, IN 46929

Carroll County Sheriff's Department
310 West Main Street
Delphi, IN 46923

Sent to agencies on 8-26-2022 and 5-17-2024:

Soil and Water Conservation District of Carroll County
1523 North US 421, Suite 2
Delphi, IN 46923
(Electronic Coordination)
swcdcc@ffni.com

May 7, 2024

Organization and Project Information

Organization Name: ASC Group, Inc.

First Name: Jennifer

Last Name: Rhodes

Phone: (614) 268-2514

Email: jrhodes@ascgroup.net

Project Title: SR 75 Bridge Project

Destination ID: 1703010

Project Description: Bridge Rehabilitation on SR 75 over Middle Fork Wildcat Creek

Environmental Assessment Report

Geological Hazards:

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

Mineral Resources:

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

Disclaimer:

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

This information was furnished by Indiana Geological Survey

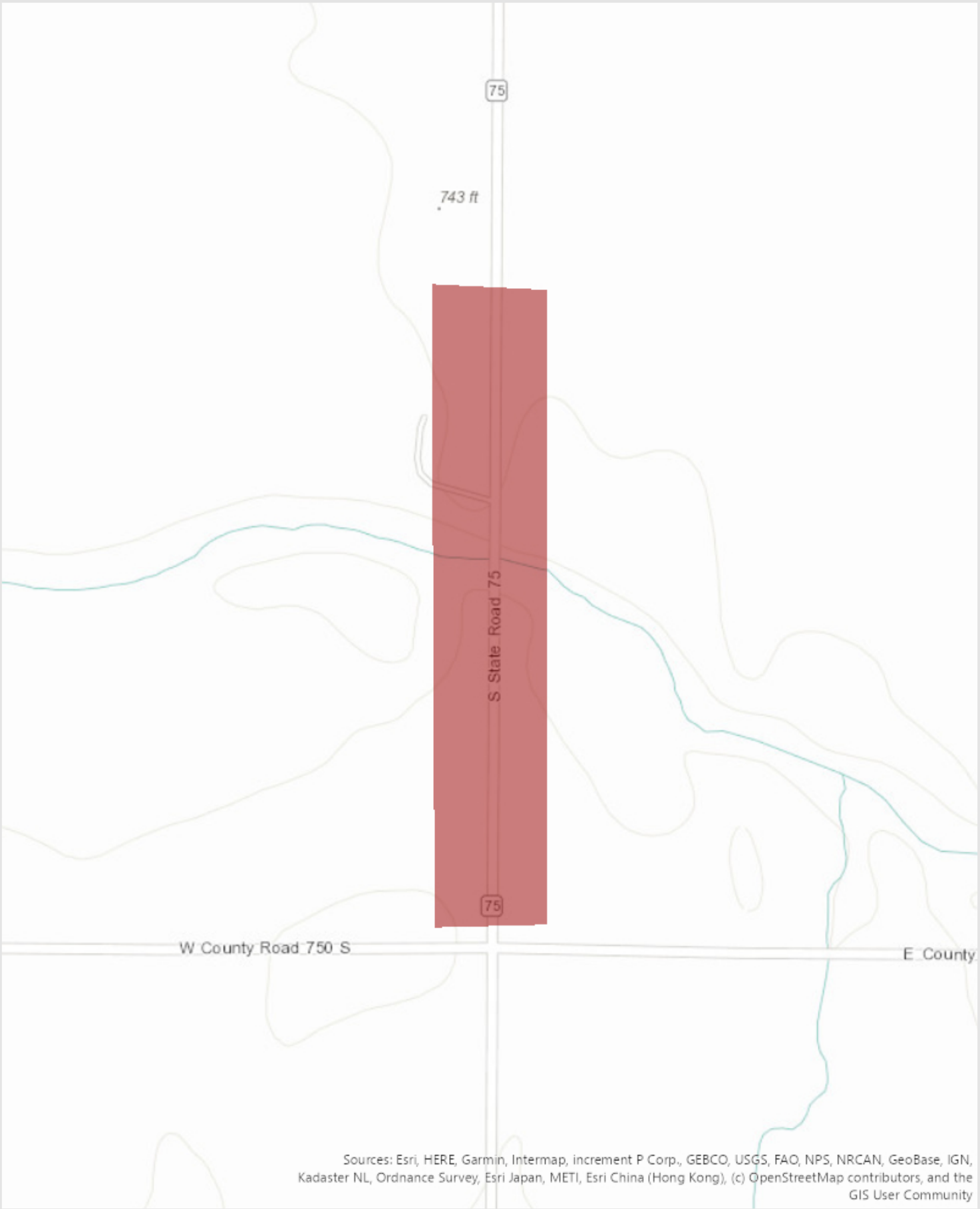
Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428

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Privacy Notice

Jennifer Rhodes

From: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Sent: Friday, May 17, 2024 4:32 PM
To: Cameron Berry
Cc: Jennifer Rhodes; DNR Environmental Review
Subject: RE: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter [ER-23325]

Hi Cameron,
Based on your submittal, it sounds as though the new bridge construction has been abandoned in favor of the full rehabilitation of the existing bridge. If that's the limit of the project scope, I believe our previous recommendations put forth in our review letters should suffice.
Thanks for the update.

Kind regards,

Elizabeth Adkins (she/her)
Environmental Review Biologist
Indiana Department of Natural Resources
Division of Fish & Wildlife: Environmental Unit
EAdkins@dnr.IN.gov
dnr.IN.gov/fish-and-wildlife

From: Jennifer Rhodes <jrhodes@ascgroup.net>
Sent: Friday, May 17, 2024 3:22 PM
To: Cameron Berry <cberry@ascgroup.net>
Cc: Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Sipe, Lukas <lsipe@hwcengineering.com>; Doug Terpstra <dterpstra@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

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

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

Project Scope Update – Added pedestrian path, updated bridge information, and updated right-of-way amounts

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

Federal Highway Administration
Indiana Geological & Water Survey
Indiana Dept. of Natural Resources – Division of Fish and Wildlife

Jennifer Rhodes

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Monday, May 20, 2024 8:16 AM
To: Jennifer Rhodes
Subject: RE: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



From: Jennifer Rhodes <jrhodes@ascgroup.net>
Sent: Friday, May 17, 2024 3:26 PM
To: Cameron Berry <cberry@ascgroup.net>
Cc: Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Sipe, Lukas <lsipe@hwcengineering.com>; Doug Terpstra <dterpstra@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

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

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

Updated Preferred Alternative and Reduced Project Limits

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

Federal Highway Administration
Indiana Geological & Water Survey
Indiana Dept. of Natural Resources – Division of Fish and Wildlife

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

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

May 22, 2024

Jennifer Rhodes
ASC Group
800 Freeway Drive North, Suite 101
Columbus, OH. 43229

Dear Jennifer Rhodes:

The purposed SR 75 over Middle Fork Wildcat Creek Bridge Project in Carroll County, Indiana (Des. No. 1703010) as referred to in your letter received May 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: 2024.05.23 09:14:31 -04'00'

JOHN ALLEN
State Soil Scientist

Enclosures

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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 5/17/2024	
Name of Project Des1703010 SR 75 Bridge over MF Wild		Federal Agency Involved INDOT	
Proposed Land Use Transportation		County and State Carroll County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 5/17/2024	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 391 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 228104 % 95	Amount of Farmland As Defined in FPPA Acres: 21117 % 88	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 5/22/2024	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	5.24			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.02			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	98			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	77			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	14			
2. Perimeter In Non-urban Use	(10)	9			
3. Percent Of Site Being Farmed	(20)	14			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	3			
8. Creation Of Non-farmable Farmland	(10)	5			
9. Availability Of Farm Support Services	(5)	0			
10. On-Farm Investments	(20)	3			
11. Effects Of Conversion On Farm Support Services	(10)	1			
12. Compatibility With Existing Agricultural Use	(10)	4			
TOTAL SITE ASSESSMENT POINTS	160	78	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	77	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	78	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	155	0	0	0

Site Selected: Site A	Date Of Selection 6/20/2024	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

To meet the purpose and need

Name of Federal agency representative completing this form: ASC Group, Inc.	Date: 6/20/2024

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

Jennifer Rhodes

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Monday, June 3, 2024 1:41 PM
To: Jennifer Rhodes; Cameron Berry
Cc: Hockaday, Jacqueline R; Jacob Isenburg; Sipe, Lukas; Doug Terpstra
Subject: RE: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

Jennifer,

Thank you for providing a copy of the early coordination letter for Des 1703010 to the LaPorte District Environmental Services. We do not have any comment at this time. Thank you, again, for contacting us.

Regards,
Stew

Stewart Michels
Environmental Manager Supervisor
Indiana Department of Transportation
LaPorte District
Cell: (219) 402-7315
Email: SMichels@indot.in.gov
Find us on social media!



From: Jennifer Rhodes <jrhodes@ascgroup.net>
Sent: Friday, May 17, 2024 2:26 PM
To: Cameron Berry <cberry@ascgroup.net>
Cc: Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Jacob Isenburg <jisenburg@hwcengineering.com>; Sipe, Lukas <lsipe@hwcengineering.com>; Doug Terpstra <dterpstra@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: Des 1703010 SR 75 over Middle Fork Wildcat Creek Bridge Project - Early Coordination Letter

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

Des. No.: 1703010
Project Description: SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26
Location: Carroll County, Indiana

Updated Preferred Alternative and Reduced Project Limits

INDOT and FHWA are in the planning stage for a bridge project on SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding potential environmental impacts with recommendations for avoidance, minimization, and mitigation.

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: 06/18/2024 14:41:44 UTC
Project Code: 2022-0051179
Project Name: Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek

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: 2022-0051179

Project Name: Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek

Project Type: Bridge - New Construction

Project Description: The Indiana Department of Transportation (INDOT) proposes to rehabilitate an existing historical bridge (Des. No. 1703010) carrying State Road (SR) 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (INDOT Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960). This project will include rehabilitation of the existing historical bridge and surrounding pavement. These projects will require 0.034 acres of permanent right-of-way (ROW) acquisition. No temporary ROW is expected. Land use within the vicinity of the investigated area includes agricultural farmland, forested agricultural buffer, and residential areas.

A review of the USFWS database on April 30, 2021, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. A bridge bat assessment conducted on June 03, 2024, did not indicate the presence of any bats. There is suitable summer bat habitat adjacent to the project area. Approximately 0.053 acre of tree removal will occur during the bat inactive season, between November 2025 and March 2026. All tree removal will take place between 0 and 100 ft of the road. The dominant tree species being removed is the Box Elder (Acer negundo). According to the project engineer, there will be no installation of permanent lighting. While no temporary lighting is expected, there may be instances when temporary lighting will be used. Construction is anticipated to take place between November 2025 and November 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.440806910053304,-86.52491227192183,14z



Counties: Carroll County, Indiana

ENDANGERED SPECIES ACT SPECIES

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

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

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.

---

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

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

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

CLAMS

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* https://ecos.fws.gov/ecp/species/6208#crithab	Proposed

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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 likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

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

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.

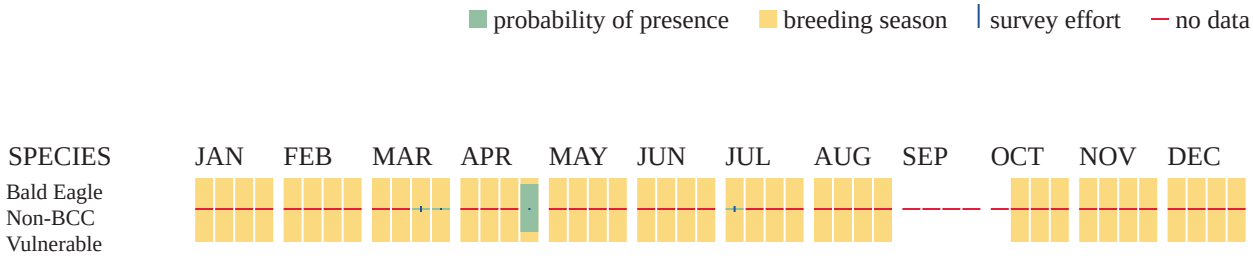
Probability of Presence (■)

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 conservation 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

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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

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.

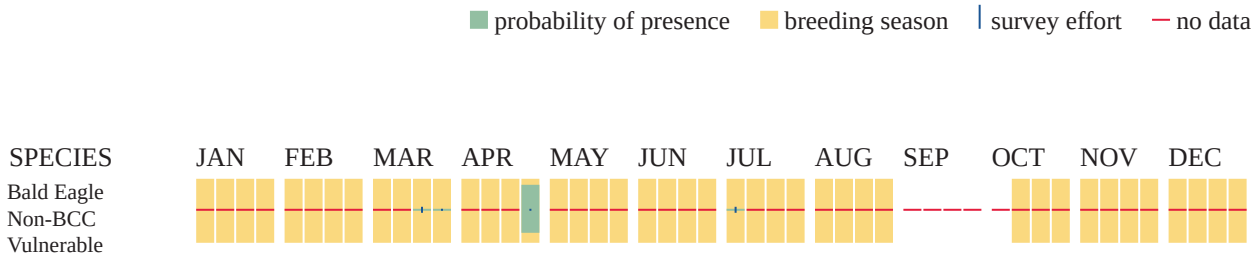
Probability of Presence (■)

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.

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Additional information can be found using the following links:

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- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation 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

WETLANDS

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

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

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

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A

RIVERINE

- R2UBH

IPAC USER CONTACT INFORMATION

Agency: ASC Group, Inc.
Name: Cameron Berry
Address: 9376 Castlegate Dr
City: Indianapolis
State: IN
Zip: 46256
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Phone: 3179159300

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: 06/19/2024 15:25:18 UTC
Project code: 2022-0051179
Project Name: Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek

Subject: Concurrence verification letter for the 'Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated June 19, 2024 to verify that the **Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the 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.

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

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

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des No.1703010 SR 75 Bridge over Middle Fork Wildcat Creek

DESCRIPTION

The Indiana Department of Transportation (INDOT) proposes to rehabilitate an existing historical bridge (Des. No. 1703010) carrying State Road (SR) 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (INDOT Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960). This project will include rehabilitation of the existing historical bridge and surrounding pavement. These projects will require 0.034 acres of permanent right-of-way (ROW) acquisition. No temporary ROW is expected. Land use within the vicinity of the investigated area includes agricultural farmland, forested agricultural buffer, and residential areas.

A review of the USFWS database on April 30, 2021, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. A bridge bat assessment conducted on June 03, 2024, did not indicate the presence of any bats. There is suitable summer bat habitat adjacent to the project area. Approximately 0.053 acre of tree removal will occur during the bat inactive season, between November 2025 and March 2026. All tree removal will take place between 0 and 100 ft of the road. The dominant tree species being removed is the Box Elder (Acer negundo). According to the project engineer, there will be no installation of permanent lighting. While no temporary lighting is expected, there may be instances when temporary lighting will be used. Construction is anticipated to take place between November 2025 and November 2026.

DETERMINATION KEY RESULT

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

QUALIFICATION INTERVIEW

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

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

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

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

    No

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

    Yes

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

    B) During the inactive season

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

    Yes

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

    No

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

    Yes

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

    No

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

    No

23. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *Bridge Structure Bat Assessment Form 6-03-2024.pdf https://ipac.ecosphere.fws.gov/project/ZQDRJR3LWBDN3M3OVJKQEICAAE/projectDocuments/145047689*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

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

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

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

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

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

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

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

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

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

    Yes

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

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

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

    Yes

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

    Yes

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

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

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

    Yes

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

    Yes

PROJECT QUESTIONNAIRE

1. Please describe the proposed bridge work:

    An existing historic bridge (Structure No. 075-08-03486; NBI No. 024960) will undergo repairs by resurfacing the road, patching of cracks, patching and waterproofing the bridge arch, spandrel walls, and wing walls.

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

    Bridge construction is anticipated to take place between November 2025 and November 2026

3. Please enter the date of the bridge assessment:

   06/03/2024

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

   N/A

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

   N/A

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

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

   0.053

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

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

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Stewart Michels
Address: 315 East Boyd Blvd.
City: LaPorte
State: IN
Zip: 46350
Email smichels@indot.in.gov
Phone: 2193257560

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/3/2024, 11:45am	Des. 1703010	SR 75	Carroll
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
075-08-03486	40.44067, -86.52504	28ft	73ft

Structure Type (check one)

Bridge Construction Style

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

Culvert Type

○ Box	
○ Pipe/Round	
○ Other:	

Other Structure

○

Structure Material (check all that apply)

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

Culvert Material

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

Creosote Evidence

○ Yes	◉ No
○ Unknown	

Notes:

Crossings Traversed (check all that apply)

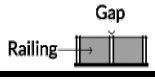
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☒ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

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

Areas Assessed (check all that apply)

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

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

Signature: Cameron Berry

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

July 19, 2024

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

Re: Standard Consultation for the salamander mussel (*Simpsonaias ambigua*)
INDOT Des. No. 1703010
Bridge Rehabilitation Project over Middle Fork Wildcat Creek on SR 75, 1.64 miles north of SR 26, Carroll County

Dear USFWS:

The Indiana Department of Transportation (INDOT), is acting on behalf of Federal Highway Administration (FHWA), and submitting this letter for standard consultation for the salamander mussel (*Simpsonaias ambigua*). The salamander mussel was proposed as federally endangered on August 22, 2023. The USFWS has simultaneously proposed the designation of critical habitat for the species. Based on the official species list generated by USFWS's Information for Planning and Consultation (IPaC) portal and additional investigation, it was determined that this project is located within proposed designated salamander mussel habitat, prompting coordination.

Existing Project Conditions

This project is located on State Road (SR) 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. This section of SR 75 is a two-lane Rural - State Collector roadway that consists of two 12-foot (ft) wide travel lanes bordered by 2-ft wide paved shoulders. Middle Fork Wildcat Creek passes under the structure. The existing structure (Bridge No. 075-08-03486; National Bridge Inventory (NBI) No. 024960) is a 73-ft long single-span spandrel concrete arch bridge with an out-to-out deck width of 34.5 ft. The existing concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included as a Select bridge in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The existing structure has cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. Land use in the vicinity of the project is primarily wooded and agricultural with several nearby residences.

Proposed Improvements

Originally, this project was designed to rehabilitate the existing bridge for non-vehicular use and to construct a bypass bridge. Pedestrian paths were later added to view the historic bridge. However, during Section 106 consultation, a commenter suggested that the rehabilitation alternative be reconsidered for the project. This caused a re-evaluation of the project's alternatives and a new preferred alternative to be selected. The preferred alternative will rehabilitate the existing bridge. The project will remove and replace the existing asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls will be included and will preserve all the architectural details of the bridge. The existing bridge railing will be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The replacement railing will be designed using glass fiber reinforced polymer rebar (GFRP) so it will not alter the nature of the historic bridge. GFRP will also be used to repair the existing cracking along the interface of the spandrel wall and arch ring. Concrete cracks will be epoxy injected. A drainage board will be used along the top of the arch to direct drainage to transverse underdrains at each end which will then drain through the existing abutment drains. The existing pipe drains will be replaced with larger drains due to some of the abutment drains collapsing. The roadway drains at the midspan of the existing bridge will be removed and patched to be watertight. New slotted drains will be added in front of the railing to collect storm water and will carry the water to the ends of the bridge and will discharge away from the bridge. The existing roadway will remain 12-ft wide; however, the shoulders will be widened to 2.5-ft wide and will require a design exception for usable shoulder width. The scour hole at the north foundation, which exposes some of the concrete footer, will be filled in and protected with riprap along the existing stream banks. The riprap will be placed for bank stabilization and scour protection for the arch foundations. There are no piers in the stream channel. The project limits will be approximately 150 ft (0.028 mile) in length. Approximately 0.053 acre of trees would be cleared as part of this project.

Right-of-Way (ROW)

The project requires the acquisition of 0.034 acre of permanent ROW and no temporary ROW. The permanent ROW will be taken from residential land east of SR 75. Proposed ROW widths along SR 75 would be 60 ft from centerline.

Construction Schedule and Maintenance of Traffic

The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421/SR 39, and SR 18. The MOT will be in place for four months. The project is anticipated to start construction in Spring 2027.

Coordination Completed

Three early coordination letters were sent to the Indiana Department of Natural Resources-Division of Fish and Wildlife (IDNR-DFW). IDNR-DFW responded with letters signed on February 3, 2021, and September 23, 2022, stating that the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. IDNR-DFW responded to the 2nd re-coordination letter on May 17, 2024, stating that if the full rehabilitation is the limit of the project scope, then the previous recommendations should suffice. An INDOT 0.5-mile bat

review occurred on February 24, 2020, which 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. The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The official species list also indicated three other species, tricolored bat (*Perimyotis subflavus*)-proposed endangered, whooping crane (*Grus americana*)-experimental population, non-essential, and monarch butterfly (*Danaus plexippus*)-candidate, present within the project area. No impacts are expected to these species or their habitats as a result of this project. The official species list indicated that there is a critical habitat for the salamander mussel present within the project area.

Existing Salamander Mussel Habitat and Assessment of Suitable Habitat

The salamander mussel inhabits swift-flowing rivers and streams with areas of shelter under rocks or in crevices. It feeds on particles, including phytoplankton, zooplankton, rotifers, protozoans, detritus, and dissolved organic matter, in sediments or suspended in the water. It has a unique life cycle that relies on a host for successful reproduction, but it uses a non-fish host. The mudpuppy (*Necturus maculosus*), the only known host for salamander mussel, is a fully aquatic salamander species that tends to be present within the same habitat preferred by the salamander mussel during the summer and fall when female mudpuppies are guarding their nests under large flat rocks. The salamander mussel's larvae develop on the gills of the mudpuppy before falling off into the stream substrate.

There is wooded, agricultural, and maintained residential lands within the project area. The dominant species observed include crab grass (*Digitaria ciliaris*), reed canary grass (*Phalaris arundinacea*), and poison ivy (*Toxicodendron radicans*).

Water Resources and Wetlands

There is one stream, Middle Fork Wildcat Creek, within the project area. Middle Fork Wildcat Creek is located in the center of the project area and is an average quality, perennial stream that flows southeast to northwest and has an ordinary high water mark (OHWM) of 37.8-ft wide and 2.4-ft deep. Riffles/pools were present within the stream. The substrate consisted of sand and gravel. There is the potential for the presence of areas of shelter under rocks or in crevices in the vicinity of the anticipated work. The stream is likely a Waters of U.S. There are no open water features or wetlands within or adjacent to the project area.

Impacts

Approximately 122 linear ft (0.029 acre) of permanent impacts and no temporary impacts to the stream, from riprap installation at the bridge, are expected. Stream impacts will occur from the placement of riprap over geotextiles below the OHWM of Middle Fork Wildcat Creek. The scour hole at the north foundation, which exposes some of the concrete footer, will be filled in and protected with riprap along the existing stream banks. The riprap will be placed for bank stabilization and scour protection for the arch foundations. These impacts are unavoidable because this work is required to provide scour protection to the bridge. IDEM 401 and USACE 404 Clean Water Act permits will likely be required. A Construction in a Floodway (CIF) permit

is not anticipated even though work will occur within the 100-year floodway due to the drainage area being less than 50 square miles in a rural area.

Approximately 0.053 acre of tree trimming or removal will occur. The project will require impacts to terrestrial habitat. Measures have been incorporated at various stages of this project to avoid, minimize, or mitigate impacts. These include measures to protect terrestrial habitat from soil impacts due to excavation and construction access and to protect trees that may provide suitable habitat to protected bat species. These impacts are unavoidable because this work is necessary to rehabilitate the bridge, while also adding riprap for scour protection. Approximately 1.4 acres of total soil disturbance is expected for construction activities to take place. A Construction Stormwater General Permit, formerly known as the Rule 5 permit, will be necessary as the total soil disturbance exceeds the 1-acre threshold.

Commitments

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to salamander mussel.

Firm:

- 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. (USFWS)
- Avoid all work within the inundated part of the stream channel 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. (USFWS)
- 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)
- 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)

For Consideration:

- The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)
- Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (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. (IDNR-DFW)
- Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
- 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)

Conclusion

Based on the habitat characteristics within the project location, the minimal impacts to Middle Fork Wildcat Creek, and coordination with the IDNR-DFW, the FHWA has determined the proposed project has an effect finding of "may affect, but is not like to adversely affect" for the federally proposed endangered salamander mussel or its associated critical habitat.

The FHWA is requesting USFWS concurrence with this project "may affect, but is not like to adversely affect" determination.

Please contact Cameron Berry, ASC Group, Inc., Indiana Regional Manager, at cberry@ascgroup.net or 317.915.9300, or Jackie Hockaday, INDOT, Project Manager at jhockaday@indot.in.gov or 574.946.1164, if you have any questions or require additional information. We appreciate your attention to this project.

Attachments: Maps (Project Location, Topographic, and Aerial), IDNR-DFW responses, USFWS IPaC Species List

Attachments have been removed from this letter and can be found in Appendix B as well as in this Appendix.

United States Department of the Interior
Fish and Wildlife Service

Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

August 19, 2024

Ms. Sandra Bowman
Ecology, Waterway Permitting, & Stormwater Office
Indiana Department of Transportation
100 North Senate Ave, N758-ES
Indianapolis, IN 46204

Dear Ms. Bowman,

Thank you for your letter dated July 19, 2024, requesting a review of the SR 75 over Middle Fork Wildcat Creek Bridge Project and a subsequent conference report pertaining to the salamander mussel (*Simpsonaias ambigua*) and its critical habitat. We prepared these comments under the authority of the Fish and Wildlife Coordination Act (l6 U.S.C. 661 et. seq.) and to be consistent with the intent of the National Environmental Policy Act of l969, the Endangered Species Act of l973 as amended (16 U.S.C. 1531 et seq. [ESA]) and the U.S. Fish and Wildlife Service's (Service) Mitigation Policy.

The salamander mussel is currently proposed for listing as endangered under the ESA, along with a proposal for critical habitat designation. The final listing decision for both is expected in late August 2024. We have reviewed the information provided and have the following comments.

Pursuant to Section 7(a)(4) of the ESA, federal action agencies are required to confer with the Service if their proposed action is likely to jeopardize the continued existence of proposed species or critical habitat (50 CFR 402.10(a)). Action agencies may also voluntarily confer with the Service if the proposed action may affect a proposed species. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective, the prohibition against jeopardizing its continued existence and against "take" of the species applies regardless of an action's stage of completion. If the action agency retains discretionary involvement or control over on-the-ground actions that may affect the species after listing, section 7 applies.

Specifically, the Indiana Department of Transportation (INDOT), on behalf of the Federal Highway Administration (FHWA), proposes to rehabilitate the existing historic bridge over Middle Fork Wildcat Creek along SR 75 in Carroll County. The existing asphalt roadway will be replaced and patching and waterproofing the arch, spandrel walls, and wing walls will be included to will preserve the architectural details of the bridge. The existing bridge railing will be removed and replaced with visually identical railing and architectural treatments; new drains will

be added. Riprap will be used for bank stabilization and scour protection. No piers will be placed in the stream. Approximately 0.053 acre of trees will be cleared.

Threatened and Endangered Species

The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Consultation on these two species has been concluded using the FHWA, FRA, FTA Rangewide Programmatic Consultation process and associated determination key in IPaC.

The project is also within the range of the salamander mussel and its proposed critical habitat. The salamander mussel is a small mussel that grows to about 2 inches in length. They have an elongated, oval-shaped shell that is smooth and thin. They are typically a yellowish tan to dark brown in color and do not have any shell markings or rays. Salamander mussels inhabit medium to large rivers with calm to swift currents. The species lives in areas where it's host, the mudpuppy, is found. This includes streams with sand, silt, mud and/or gravel substrates. They can often be found under large, flat rocks (Cummings and Mayer 1992). Due to their small size and habitat, they may often be overlooked in surveys.

While Middle Fork Wildcat Creek is within the range of the salamander mussel and is proposed to be designated as critical habitat, the nearest mussel record is a fresh dead specimen approximately 5 miles downstream of the project site. According to the State Nongame Aquatic Biologist, that specimen is the only salamander mussel record for Middle Fork Wildcat Creek and most of the watershed is devoid of mussels, even common species. The project expects to impact the stream with the placement of riprap along a portion of the bank for stabilization and scour protection. No mussels are likely present in the scoured areas and limited habitat exists along the bank. Therefore, we concur that the project is not likely to adversely affect the salamander mussel or adversely modify salamander mussel critical habitat. Furthermore, the project is not likely to jeopardize the continued existence of the species.

We have included several recommendations below to further avoid and minimize impacts to aquatic resources.

We appreciate the opportunity to work with the FHWA and INDOT to continue to protect sensitive and imperiled species in the State of Indiana. If you have any questions or concerns, please feel free to contact Robin McWilliams Munson at 812-902-1752 or via email at Robin_McWilliams@fws.gov.

Sincerely,
ROBIN MCWILLIAMS-MUNSON
Digitally signed by ROBIN MCWILLIAMS-MUNSON
Date: 2024.08.19 15:11:22 -04'00'
For Susan Cooper
Field Supervisor

Recommendations to avoid and minimize impacts to aquatic resources:

1) Minimize heavy equipment use within the stream channel and where possible complete work from the bank.

2) Coordinate with the Service and the IDNR Division of Fish and Wildlife if any freshwater mussels are encountered during construction to facilitate relocation of the animals to a safer area.

3) Implement pollution prevention and control measures during construction to reduce the potential for hazardous chemicals, construction material, and debris to enter the stream. This includes placing refueling staging areas, fuel storage, and hazardous materials away from the creek. If hydro-demolition is required, use a tarp or collection system to prevent debris from falling into the stream. Any material that inadvertently falls into the stream shall be immediately removed without dragging it through the stream channel.

4) Inspect equipment to be used in the stream, using accepted protocols, to confirm it is free of zebra mussel adults and veligers (the final larval stage of certain mollusks).

APPENDIX D: SECTION 106 OF THE NHPA

Section 106 Documentation
- Approved Section 106 Finding
- 800.11 Document
- Supporting Graphics
- Historic Property Report Title Page and Abstract
- Phase Ia Archaeological Field Reconnaissance Report Title Page and Description
- Consulting Parties Response Letters
- Consulting Parties Meeting Coordination
- Consulting Parties Meeting 7-15-2020
- Historic Bridge Alternatives Analysis
- Publisher's Claim and Proof of Publication
- State Historic Preservation Officer (SHPO) Concurrence
- Photodocumentation information
- 30% Plans documentation
- 60% Plans documentation
- Addendum Phase Ia Archaeological Field Reconnaissance Report Title Page and Description
- Historic Bridge Alternatives Analysis Addendum
- Consulting Parties Response Letters
- State Historic Preservation Office (SHPO) Concurrence
- INDOT CRO Response to Addendum Archaeological Report

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 75 BRIDGE OVER MIDDLE FORK WILDCAT CREEK
DEMOCRAT TOWNSHIP, CARROLL COUNTY, INDIANA
DES. NO.: 1703010, DHPA No.: 25096

AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effects (APE) for this project area is a rectangular-shaped area determined by sight lines to and from the project (Appendix A: Figures 1 and 2). The archaeology APE was defined by a survey area encompassing approximately 6.3 acres that included all of the existing and proposed right-of-way required for the undertaking.

ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))

The APE contains one property eligible for listing on the National Register of Historic Places (NRHP): SR 75 Bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960; IHSSI No. 015-553-65048), which will hereafter be referred to as Bridge No. 075-08-03486. This bridge is an unreinforced, concrete arch built in 1942. The Indiana Historic Bridge Inventory (IHBI) determined that Bridge No. 075-08-03486 is eligible for listing on the NRHP under Criterion A because it was constructed during World War II by the Indiana State Highway Commission without the use of structural steel, due to a steel shortage during the war, and because the bridge retains the historic integrity necessary to convey its historical significance. The IHBI also determined the bridge eligible under Criterion C because it exemplifies an uncommon highway bridge type in Indiana. The bridge is classified as Select in the IHBI. No other properties within the APE are listed on or recommended eligible for listing on the NRHP.

EFFECT FINDING

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the Federal Highway Administration-Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving Select and Non-Select bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Bridge No. 075-08-03486 has been classified as a Select bridge in the IHBI and, thus, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge.

Per the terms of the Historic Bridge PA, the finding for this project only applies to other resources located within the APE and not to Bridge No. 075-08-03486. This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, Indiana Department of Transportation (INDOT), on behalf of FHWA, has determined a "No Historic

Properties Affected" finding is appropriate because no other properties listed on or eligible for listing on the NRHP are present within the APE.

INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Bridge No. 075-08-03486 – This resource is a Section 4(f) historic property that is used for transportation purposes. Bridge No. 075-08-03486 will be evaluated through the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges.*

Consulting parties will be provided a copy of the project findings and determination in accordance with FHWA and INDOT's Section 106 procedures. Comments will be accepted for 30 days upon receipt of the findings.

Anuradha V. Kumar

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

04/1/2021

Approved Date

Note: Project design changes have occurred. In 2022, permanent ROW was been reduced to 1.95 acres, while temporary ROW was 0.43 acre. The bypass bridge would have been a 121-ft long, 39-ft wide three-span continuous composite pre-stressed concrete I-beam, Type II bridge. There would have also been two 5-ft wide pedestrian paths with one leading to the historic bridge and the other leading to a viewing area. In 2024, the project was re-designed to be a bridge rehabilitation project instead of constructing a bypass bridge. The project limits were reduced and permanent ROW was revised to 0.034 acre with no temporary ROW.

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
SR 75 BRIDGE OVER MIDDLE FORK WILDCAT CREEK
DEMOCRAT TOWNSHIP, CARROLL COUNTY, INDIANA
DES. NO.: 1703010, DHPA No.: 25096

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) is planning to proceed with a project for Bridge No. 075-08-03486, which carries SR 75 over Middle Fork Wildcat Creek in Democrat Township, Carroll County (Appendix A: Figures 1 and 2). The use of federal funds from FHWA requires review under Section 106 of the National Historic Preservation Act of 1966 (Section 106). The bridge is an unreinforced concrete arch bridge built in 1942 by the Indiana State Highway Commission (ISHC); it was built without the use of structural steel due to a shortage of steel during World War II. The bridge supports a two-lane roadway for vehicular traffic.

The purpose of this project is to improve the condition rating of the superstructure and substructure, repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards. The need for the project is due to the deteriorated condition of the concrete structure, including scour issues.

The project proposes to build a new bridge to bypass the existing historic structure. The existing bridge would remain in place due to its status as a Select bridge. The new, bypass bridge would not impact the existing arch or its foundations.

The proposed work on the existing bridge would include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included, while preserving all architectural details of the bridge. Any cracks in the concrete would be injected with epoxy along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would be removed. The asphalt pavement over the existing bridge would be replaced to aid in surface drainage. All existing guardrail would be removed. Riprap would be placed at both abutments to repair the scour hole at the north abutment and protect from future scour. **Note: In 2022, there would have been two 5-ft wide pedestrian paths with one leading to the bridge and the other leading to a viewing area.**

The proposed bypass bridge would be a single-span multi-beam bridge and would feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would be constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge would meet all INDOT Level 1 criteria and is sized at approximately 80 feet long and 33 feet wide. The new bridge would be offset from the existing bridge approximately 30 to 35 feet to avoid impacting the wing walls of the existing structure. **Note: In 2022, bridge structure and dimensions have changed. The bypass bridge would be a 121-ft long, 39-ft wide three-span continuous composite pre-stressed concrete I-beam, Type II bridge that would be offset 40-ft from the existing bridge. In 2024, the project was redesigned to a bridge rehabilitation project instead of constructing a bypass bridge.**

Interpretative signage would be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would be included with pedestrian access to the bridge (see Graphic in Appendix E).

The project area is located in rural Carroll County, and land use in the area is primarily woodland and agricultural fields (Appendix B: Photographs 1–14). The Area of Potential Effects (APE) is a rectangular-shaped area determined by sight lines to and from the project area. The APE extends 0.25 mile north and south of the bridge and approximately 400 feet on either side of SR 75. The archaeology APE was defined by a survey area encompassing approximately 6.3 acres that included all of the existing and proposed right-of-way required for the undertaking (Appendix A: Figures 1 and 2).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The records check examined the APE for previously identified architectural resources. Research was conducted using data available online. Sources examined included county histories and atlases of Carroll County, the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map), the Carroll County Interim Report (Indiana Landmarks 2011), and the Indiana Historic Bridges Inventory (M&H Architecture, Inc. 2009*)*. Within the APE, there are no architectural properties or historic districts listed in the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS).

A Historic Property Report (HPR) was prepared by ASC Group, Inc. in 2020 (Terpstra). Eleven properties that would be 50 years of age or older in 2023, the date of the project's anticipated letting when the HPR was written, were evaluated as part of this study. None of these had been previously documented for the Indiana Historic Sites and Structures Inventory (IHSSI). One property, Bridge No. 075-08-03486, was determined eligible for the NRHP by the *Indiana Historic Bridges Inventory* (IHBI) under Criterion A, because it is a rare example of an unreinforced concrete bridge built during World War II by the ISHC without the use of structural steel due to a war-time steel shortage, and because the bridge retains the historic integrity necessary to convey its historical significance. The IHBI also determined the bridge eligible under Criterion C because it exemplifies an uncommon highway bridge type in Indiana. No other properties within the APE were recommended eligible for the NRHP in the HPR (Appendix C).

The organizations listed below were invited to become consulting parties and to comment on potential historic properties within the APE and project impacts on February 25, 2020 (Appendix D: D-2 to D-11).

- IDNR-DHPA, which serves as the staff of the Indiana State Historic Preservation Officer (SHPO)
- Loren Hylton, Carroll County Commissioner, District 1
- Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman
- William R. Brown, Carroll County Commissioner, District 3 and Chairman
- Paul Couts, Carroll County Highway Department
- Sallie Fahey, Area Plan Commission of Tippecanoe County
- Kamron Yates, Carroll County Area Plan Commission
- Laura Walls, Carrol County Economic Development
- Indiana Landmarks, Western Regional Office
- Mark Smith, Carroll County Historian
- Steve Mulligan, Carroll County Historical Society
- Dr. James L. Cooper, DePauw University Professor Emeritus of History
- Paul Brandenburg, Indiana Historic Spans Task Force
- Tony Dillon, Historic Hoosier Bridges

- Nathan Holth, HistoricBridges.org
- Kitty Henderson, Historic Bridge Foundation
- Bonnie Maxwell, Heartland Heritage, Inc.
- Joe Mayfield, Delphi Preservation Society
- Gus Nyberg, NICHES Land Trust
- Dan McCain, Carroll County Wabash & Erie Canal
- Julia Leahy, Carroll County Chamber of Commerce
- Mary Blue, Promoting Wildcat Valley
- Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation
- Rich Parsons, Wildcat Guardians
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Forest County Potawatomi Community

The Carroll County Area Plan Commission Executive Director Kamron Yates responded by email dated February 27, 2020 that Carroll County Area Planning accepted consulting party status (Appendix D: D-12 to D-15). Paul Brandenburg of the Indiana Historic Spans Taskforce requested consulting party status by email dated March 1, 2020 (Appendix D: D-16 to D-17). Bonnie Maxwell, President of Heartland Heritage, Inc., responded by email dated March 3, 2020, requesting consulting party status (Appendix D: D-18 to D-19). By letter dated March 4, 2020, Timothy Stroshine, Assistant Director of The Area Plan Commission of Tippecanoe County responded to provide background information (Appendix D: D-20 to D-21). In its response letter dated March 10, 2020, SHPO requested that, with the next regular submission, information be provided on "which consulting parties agree to participate in the consultation of this dual review" (Appendix D: D-22 to D-23). Indiana Landmarks responded by email dated March 10, 2020, requesting additional information if the project scopes were to change (Appendix D: D-24). By email of the same date, Indiana Landmarks was advised they would be included on consulting party invitations to consult (Appendix D: D-25). Forest County Potawatomi responded by email dated March 23, 2020, accepting consulting party status, as did the Miami Tribe of Oklahoma, also accepting consulting party status (Appendix D: D-26 to D-28). No other responses were received in response to the consulting party invitation.

By letter dated April 24, 2020, the Historic Property Report was sent to SHPO (Appendix D: D-29 to D-32); accompanying this letter was an updated list of invited consulting parties indicating which had accepted consulting party status, as requested by SHPO in its March 10, 2020 letter. Consulting parties were notified that the Historic Property Report was available on IN SCOPE by emails dated April 24, 2020 and April 26, 2020 (Appendix D: D-29 to D-32).

On April 24, 2020, Timothy Stroshine, Assistant Director of the Area Plan Commission of Tippecanoe County responded by email, and resubmitted the response letter dated March 4, 2021 (Appendix D: D-20 and D-33).

In their response dated May 11, 2020 (appendix D: D-35 to D-37), SHPO stated, in part:

> *"The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct or indirect effects a project of this nature could occur."*

The letter went on to state:

> *"We agree with the conclusions in the HPR that the subject bridge, Bridge No. 075-08-03486, has previously been determined eligible for listing in the National Register of Historic Places. We agree that there are no other properties listed or eligible for inclusion in the National Register within the APE of the proposed project. Since Bridge No. 075-08-03486, which carries SR 75 over Middle Fork Wildcat Creek is identified as a "Select" Bridge in the* Indiana Historic Bridges Inventory, *the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for this project."*

By letter dated May 12, 2020, the Phase Ia archaeology report was sent to SHPO (Appendix D: D-38 to D-42); consulting parties were notified that the archaeology report was available (Tribes only) on IN SCOPE by emails dated May 12, 2020 (Appendix D: D-38 to D-42).

The Forest County Potawatomi responded by email dated May 27, 2020, and stated that the "project is not likely to affect any historic properties" and offered a finding of no historic properties affected with two conditions: 1) if SHPO's comments differ, the Tribe reserves the right to reconsider, and 2) "in the event that human remains or archaeological materials are exposed as a result of the project activities, work must halt and the Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal" (Appendix D: D-43). By letter dated June 9, 2020, SHPO concurred with "the findings in the archaeology report that archaeological sites 12C724 and 12C725 do not appear eligible for inclusion in the NRHP" and went on to state that no further archaeological investigations are necessary (Appendix D: D-44to D-46).

No other comments were received from consulting parties regarding the identification of historic properties within the APE.

By emails dated June 23, 2020, Consulting Parties were invited to a virtual Consulting Parties meeting, scheduled for July 15, 2020 (Appendix D: D-47 to D-48). A follow-up email dated July 14, 2020, reminded Consulting Parties of the meeting and provided an agenda (Appendix D: D-49). Following the meeting, a meeting summary was distributed to all Consulting Parties on July 27, 2020 (Appendix D: D-50 to D-100). By letter dated August 13, 2020, SHPO concurred with the meeting summary and reiterated its position that "widening the bridge would drastically change character-defining features that would result in an adverse effect." In its letter, SHPO went on to say that using concrete rather than asphalt on the roadway surface "would not impact its historic character to the same effect as widening since its current condition of asphalt is already a previous replacement material" (Appendix D: D-101 to D-103).

INDOT's consultant, HWC Engineering, Inc., prepared a Historic Bridge Alternatives Analysis (HBAA) (Appendix E) for this bridge per the requirements of the Historic Bridge Programmatic Agreement (Historic Bridge PA; Stipulation III). This document was distributed for consulting party review and comment in emails dated January 11, 2021 (Appendix D: D-104 to D-109); a digital copy of the document was sent to SHPO on January 11, 2021 (Appendix D: D-110). A hard copy of the correspondence and HBAA was also sent to SHPO. The preliminary preferred alternative that resulted from the HBAA was Alternative D, Bypass (non-vehicular Use)/Build New Structure. This alternative, as stated in the HBAA, "meets the project purpose and need and achieves all project goals while maintaining the historic and architectural nature of the existing bridge."

In its response dated February 10, 2021 (Appendix D: D-111 to D-113), SHPO stated, in part:

> *"We understand and agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative D: Bypass (non-vehicular use)/Build New Structure as it is both feasible and prudent. While Alternatives A, B1, B2, C1, and C2 are feasible to varying degrees, as this bridge is only one of two existing examples of an unreinforced concrete arch, the work proposed in these alternatives fail to meet the project's need or would compromise character-defining features of the bridge that warrant its eligibility for inclusion in the National Register of Historic Places, and thus, are not prudent."*

SHPO also stated that,

> "*In addition to approximate 30%, 60% and final design plans, we request that this bridge be documented according to the "Indiana DNR – Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards."*

SHPO went on to ask, "Has Carroll County, with its active bridge coalition, formally responded in regard to including this bridge in its future promotions? We appreciate the willingness of the project team to include interpretive signage for the bridge as part of this project as well as creating access for pedestrians to view the bridge and its unique unreinforced arch."

Paul Brandenburg of (the Indiana Historic Spans Task Force) responded by email dated February 10, 2021, to say he had been in contact "with members of several of the Historic Preservation organizations in Carroll County and there is a desire to include this bridge in future promotional activities. Further, I will be engaging these individuals to provide a more formal response.

"Finally, I am pleased to see the comment regarding the interpretive signage for the bridge and access for pedestrians to view the bridge and its unique unreinforced arch." (Appendix D: D-114).

By email dated February 18, 2021, Bonnie Maxwell of Heartland Heritage, Inc., a preservation and conservation nonprofit in Carroll County, responded to state appreciation "for your decision to save the historic Middle Fork Bridge and to provide access to it after building a new bridge" (Appendix D: D-115). She went on to say that "Carroll County has numerous highly-prized historic bridges which we promote in a standalone brochure as well as our county tour guide. People from other areas also recognize and promote our bridges as you can see in the attached extensive article published last summer in Heartland Magazine, which is produced by the Logansport and Kokomo newspapers." A copy of the Heartland Magazine article can be found in Appendix D (D-116 to D-122).

In her correspondence, Ms. Maxwell summarized the NRHP status of Carroll County's historic bridges (four are listed individually, two as part of the Deer Creek Valley Rural Historic District, and four are in the nomination process). Heartland Heritage, Inc. hopes to sponsor the NRHP nomination for Bridge No. 075-08-03486, among others.

Ms. Maxwell went on to state "We look forward to seeing the development in the Middle Fork area and hope we will as a Consulting Partner be able to help with research for interpretive signage when that time comes."

Mary Kennedy of INDOT's Cultural Resources Office responded by email dated February 19, 2021, stating, in part: "We appreciate your participation in this process, and look forward to further coordination as the interpretive signage is developed." (Appendix D: D-123).

Ms. Maxwell followed up on her email on February 25, 2021, to provide the names and contact information for two additional parties who requested consulting party status: Mary Blue, President of Promoting Wildcat Valley, Inc. and James Rich, President of Adams Mill, Inc. (Appendix D: D-125). Mary Kennedy responded by email dated February 25, 2021, to advise that the groups would be added to the list of those who have accepted consulting party status, and that they would be included on future correspondence (Appendix D: D-126).

On March 3, 2021, Joe Mayfield of the Delphi Preservation Society responded to state its commitment to the historic bridges of Carroll County, stating it will "continue to support efforts by INDOT and others to explore ways to preserve the historic bridges of Carroll County." The correspondence went on to express appreciation for "INDOT's sensitivity to this unique bridge, and also to the others in the county." The Delphi Preservation Society went on to request that they be included on all future correspondence, and expressed interest "in reviewing the wording used in the interpretive signage." (Appendix D: D-127).

Ms. Danielle Kauffmann, of the SHPO staff, responded by email dated March 3, 2021, to express appreciation for Delphi Preservation Society's participation and dedication in preserving and promoting these historic bridges. The email stated that Delphi Preservation Society and other Carroll County representatives would be copied on correspondence "as the coordination for development and review of interpretive signage continues." (Appendix D: D-128).

Delphi Preservation Society has been added to the list of consulting parties (Appendix D: D-129 to D-130).

No other comments were received from consulting parties regarding the HBAA or the preferred alternative.

3. BASIS FOR FINDING

The APE contains one property eligible for listing in the NRHP: Bridge No. 075-08-03486. However, as mentioned above, FHWA will satisfy its Section 106 responsibilities for the bridge by following the Historic Bridges PA Project Development Process and the finding for this project only applies to other resources located within the APE and not Bridge No. 075-08-03486.

Based on identification efforts, a finding of "No Historic Properties Affected" is appropriate because (aside from Bridge No. 075-08-03486) there are no historic properties present within the APE.

A public notice, requesting any comments on the APE and "no historic properties affected" finding will be issued with a 30-day comment period. This document will be revised, if necessary, after the public notice to reflect any substantive comments received. Per Stipulation III.A. of the Historic Bridges PA, INDOT will hold a public hearing for the project prior to completion of National Environmental Policy Act studies. All originally invited Section 106 consulting parties will be notified of the hearing.

APPENDICES*

Appendix A: Figures
Appendix B: Photographs
Appendix C: Summary/Recommendations of Historic Property Report and Phase Ia Archaeological Report
Appendix D: Consulting Parties List and Correspondence
Appendix E: Summary/Recommendations of Historic Bridge Alternative Analysis

Excerpt of HBAA was removed and replaced with full HBAA report minus the appendices.

*Note: full copies of all of the reports in Appendices C and E can be found in IN SCOPE: http://erms.indot.in.gov/Section106Documents.

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APPENDIX A: FIGURES

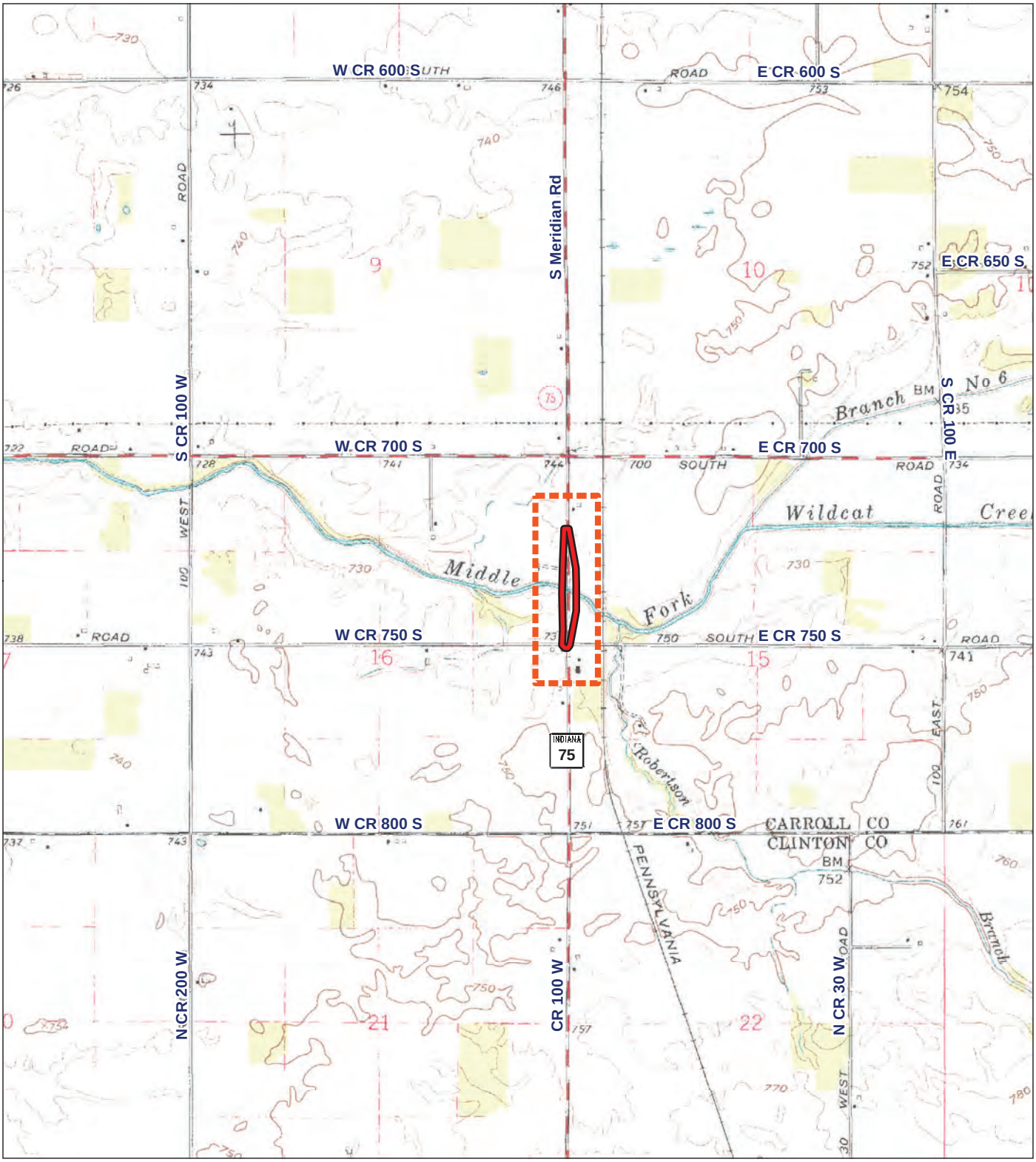


Figure 1

Portion of the 1961 Rossville, Indiana quadrangle (USGS 7.5' topographic map) showing the project area and APE for the SR 75 Bridge (Bridge No. 075-08-03486; NBI No. 24960) over the Middle Fork of Wildcat Creek Project (Des. No. 1703010).

Base: USGS Rossville, Indiana, 7.5' series quadrangle

Created by JVT; last saved: 1/27/2021 8:54:55 AM

Created by JVT; last saved: 2/3/2021 1:35:44 PM

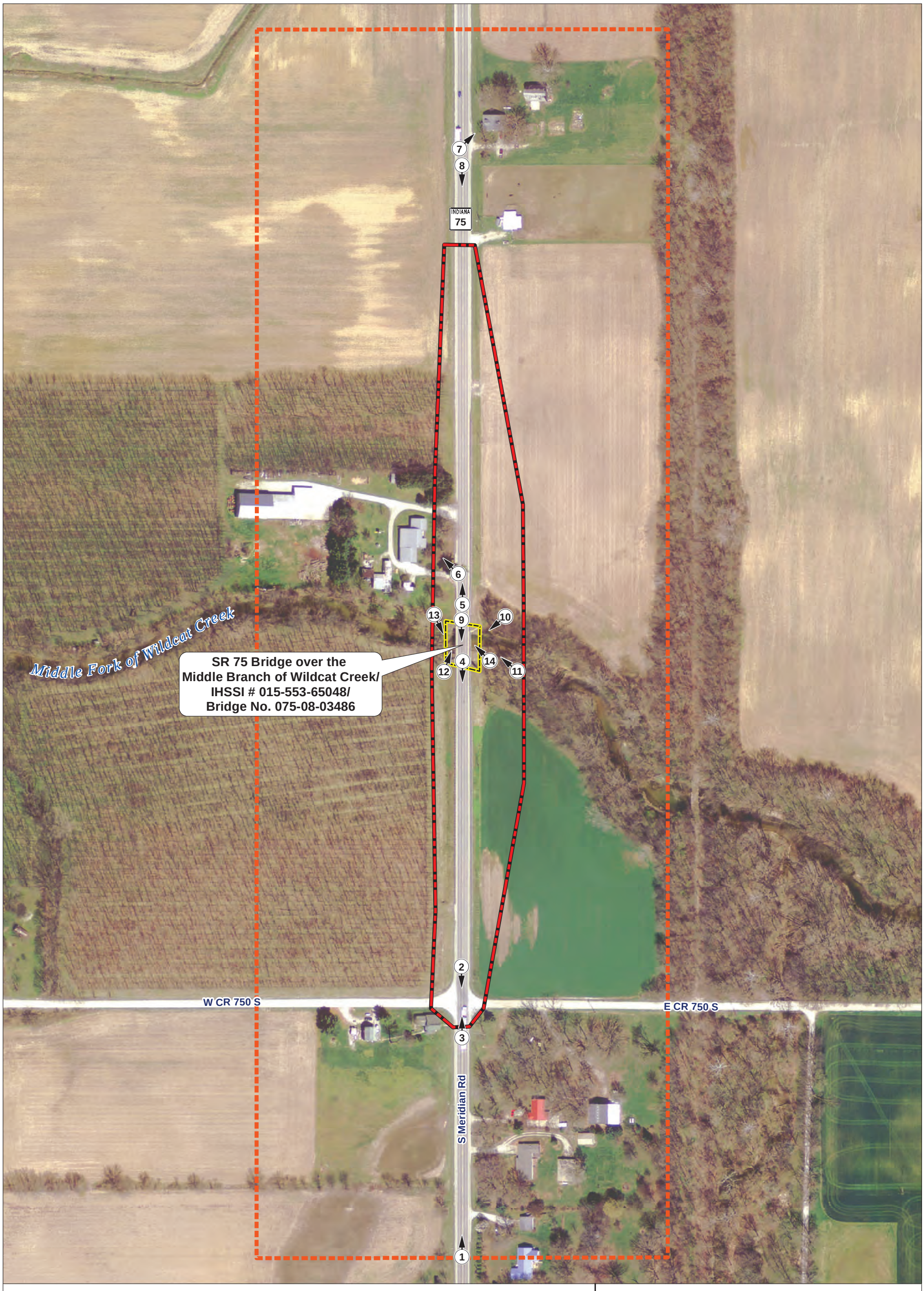


Figure 2

Aerial photograph showing the project area, APE, and previously inventoried properties for the SR 75 Bridge (Bridge No. 075-08-03486; NBI No. 24960) over the Middle Fork of Wildcat Creek Project (Des. No. 1703010).

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APPENDIX B: PHOTOGRAPHS



Photo 1. View looking north along SR 75 from the south end of the APE.



Photo 2. View looking south along SR 75 from the south end of the project area.



Photo 3. View looking north along SR 75 from the south end of the project area.



Photo 4. View looking south along SR 75 from its bridge over the Middle Fork of Wildcat Creek.



Photo 5. View looking north along SR 75 from its bridge over the Middle Fork of Wildcat Creek.



Photo 6. The closest aboveground property to the bridge is a heavily altered house built in 1962, looking northwest.



Photo 7. View of a heavily altered bungalow house located at the north end of the APE, looking northeast.



Photo 8. View looking south along SR 75 from the north end of the APE.



Photo 9. Deck of the SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking south.



Photo 10. SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking southwest.



Photo 11. SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking northwest.



Photo 12. SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking northeast.



Photo 13. SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking southeast.



Photo 14. Detail of the arch and railing of the east face of the SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960), looking northwest.

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APPENDIX C: SUMMARY/RECOMMENDATIONS OF HISTORIC PROPERTY REPORT AND PHASE IA ARCHAEOLOGICAL REPORT

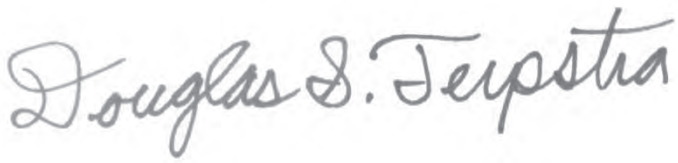
Historic Properties Report for the
Proposed SR 75 Bridge Project over the Middle Fork of Wildcat Creek
(Bridge No. 075-08-03486; NBI No. 24960),
Democrat Township, Carroll County, Indiana
(Des. No. 1703010)

By

Douglas Terpstra MS

Submitted By:
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300

Submitted To:
HWC Engineering
BMO Plaza
135 North Pennsylvania Street, Suite 2800
Indianapolis, Indiana 46204



Douglas Terpstra, Principal Investigator

April 24, 2020

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the State Route (SR) 75 Bridge over the Middle Fork of Wildcat Creek Project (Des. No. 1703010) in Democrat Township, Carroll County. Aboveground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listing in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP. The APE contains one (1) property that has previously been determined eligible for listing in the NRHP: the SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures (IHSSI) # 015-553-65048). The APE contains no properties that are recommended eligible for listing in the NRHP.

Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed SR 75 Bridge Project (Des. No. 1703010) over the Middle Fork of Wildcat Creek, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana

By

Dawn Walter Gagliano, MA

Submitted By:
Harry Nikides
Indiana Regional Manager
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
hnikides@ascgroup.net

Submitted To:
HWC Engineering
135 North Pennsylvania Street, Suite 2800
Indianapolis, Indiana 46204

May 11, 2020



Kevin Schwarz, PhD, RPA, Principal Investigator

MANAGEMENT SUMMARY

ASC Group, Inc. (ASC), under contract with HWC Engineering (HWC) has completed a Phase Ia Archaeological Records Check and Reconnaissance Survey report for the proposed SR 75 Bridge Project (Des. No. 1703010) over the Middle Fork of Wildcat Creek, Democrat Township, Carroll County, Indiana. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map).

The proposed project is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. There are four parcels impacted for this project. A total of 2.5 hectare (6.3 acre) was subjected to investigation. Land use in the project area is primarily rural/agriculture.

The purposes of the investigation are to determine whether archaeological resources exist within the project area, and where they exist, to make preliminary recommendations of eligibility for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS) and the National Register of Historic Places (NRHP).

The archaeological fieldwork was conducted in accordance with the *Indiana Cultural Resources Manual* (Indiana Department of Transportation [INDOT] 2019) and the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA) [IDNR, DHPA 2019] archaeology guidelines. Fieldwork was also in accordance with the Indiana Historic Preservation Act (312 IAC 21 and 312 IAC 22), and pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470) and regulations found at 36 CFR Part 800. All personnel conducting fieldwork meet professional qualifications.

The Phase Ia archaeological reconnaissance survey resulted in the documentation of two new sites: 12-C-0724 and 12-C-0725. It is ASC's opinion that these two are similar to the numerous small assemblage scatters in this portion of Carroll County. The sites consist of two temporally unassigned prehistoric isolated finds; and they are unlikely to yield additional important additional information to the prehistory or history of the county or region. Therefore, 12-C-0724 and 12-C-0725 are recommended to be ineligible for inclusion in the IRHSS and the NRHP. No further work is recommended for any of the sites.

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease and archaeologists from the IDNR, DHPA and the INDOT-Cultural Resources Office must be notified.

It is ASC's opinion that, because sites 12-C-0724 and 12-C-0725 are recommended as not eligible for inclusion in the IRHSS and the NRHP, no further work is recommended for any of the sites and the proposed project can proceed.

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APPENDIX D: CONSULTING PARTIES LIST AND CORRESPONDENCE

From:	Leah Konicki
To:	"commissioner1@carrollcountyin.gov"; "commissioner2@carrollcountyin.gov"; "commissioner3@carrollcountyin.gov"; "abjakes@yahoo.com"; "sfahey@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "west@indianalandmarks.org"; "markalansmith12171948@gmail.com"; "jlcooper@ccrtc.com"; "indianabridges@sbcglobal.net"; "spansaver@hotmail.com"; "nathan@historicbridges.org"; "kitty@historicbridgefoundation.com"; "bmaxwell62@gmail.com"; "joe.mayfield5@gmail.com"; "gnyberg@nicheslandtrust.org"; "dan.mccain@gmail.com"; "julia@carrollcountychamber.com"; "maryloublueeyes@gmail.com"; "dbrier@dnr.in.gov"; "rpars17542@aol.com"; "bmccord@dnr.IN.gov"
Cc:	Jacob Isenburg; dhagley@hwcengineering.com; Sipe, Lukas; Harry Nikides; Branigin, Susan; Kumar, Anuradha; Hockaday, Jacqueline R; Doug Terpstra
Subject:	FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Tuesday, February 25, 2020 9:08:21 AM
Attachments:	SR 75 Bridge over MF Wildcat Cr_DN1703010_CP List_20200224.pdf SR 75 Bridge over MF Wildcat Cr_DN1703010_ ECL Rev_20200225.pdf

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Des. No.: **1703010**
Project Description: **SR 75 Bridge over Middle Fork Wildcat Creek**
Location: **Democrat Township, Carroll County**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Beth K. McCord, Deputy State Historic Preservation Officer
Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 and Chairman
Paul Couts, Carroll County Highway Department
Sallie Fahey, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carrol County Economic Development
Indiana Landmarks, Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web



From:	Kennedy, Mary
To:	"thpo@estoo.net"; "Diane Hunter"; "lpappenfort@peoriatribe.com"; "Matthew.Bussler@pokagonband-nsn.gov"; michael.laronge@fcpotawatomi-nsn.gov
Cc:	Leah Konicki; Miller, Shaun (INDOT); Allen, Michelle (FHWA)
Subject:	FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Ind. - ECL
Date:	Tuesday, February 25, 2020 3:53:12 PM
Attachments:	image002.png image003.png image008.png image001.png SR 75 Bridge over MF Wildcat Cr_DN1703010_ ECL Rev_20200225.pdf

Des. No.: **1703010**
Project Description: **SR 75 Bridge over Middle Fork Wildcat Creek**
Location: **Democrat Township, Carroll County**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Beth K. McCord, Deputy State Historic Preservation Officer
Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 and Chairman
Paul Couts, Carroll County Highway Department
Sallie Fahey, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carrol County Economic Development
Indiana Landmarks, Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians
Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov





*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 25, 2020

This letter was sent to the listed parties.

RE: Dual Review Project: Des. No. 1703010, SR 75 Bridge over Middle Fork Wildcat Creek, Democrat Township, Carroll County

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010), in Democrat Township, Carroll County, Indiana. ASC Group, Inc. is under contract with the INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply, and your comments will be incorporated into the formal environmental study.

INDOT proposes a project on SR 75 over Middle Fork Wildcat Creek, INDOT Structure No. 075-08-03486, in Democrat Township, Carroll County, Indiana. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Carroll County, Indiana, and on the Rossville, Indiana USGS Topographical Map. The existing bridge is approximately 1.64 miles north of SR 26.

This structure was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are “historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge.”

The need for the project is due to the superstructure being rated a 5 (out of 9 possible) and substructure being rated a 6 (out of 9 possible). There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling.

The purpose of the project is to improve the condition rating of the superstructure (≥ 7 out of 9), the condition rating of the substructure (≥ 7 out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Bridge No. 075-08-03486 is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

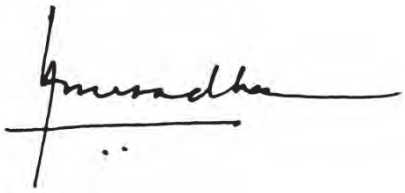
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc. at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc. at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,

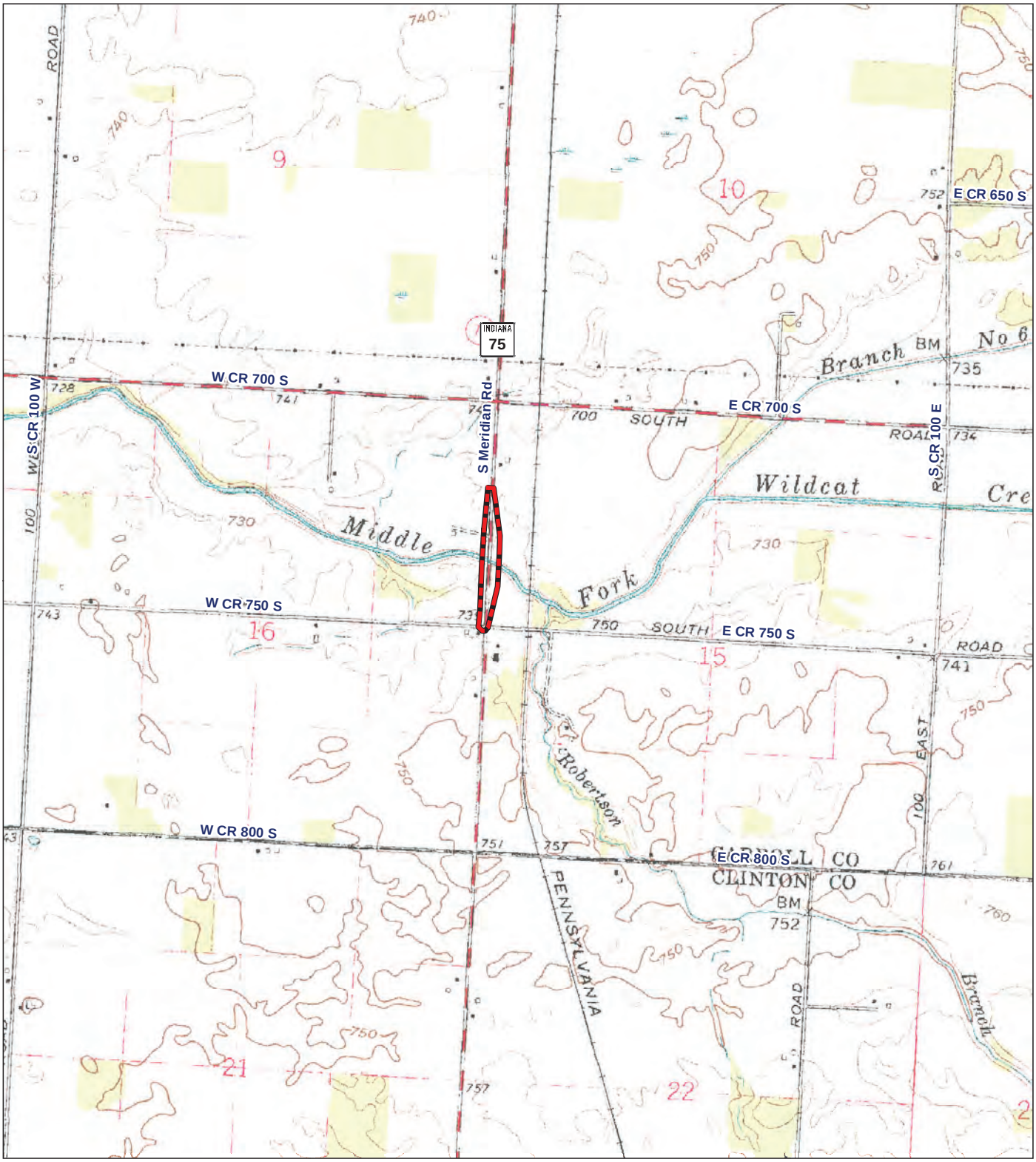


Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Beth K. McCord, Deputy State Historic Preservation Officer
Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 and Chairman
Paul Couts, Carroll County Highway Department
Sallie Fahey, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carrol County Economic Development
Indiana Landmarks, Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation

Rich Parsons, Wildcat Guardians
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community



Project area boundary

0 160 320 480 640 800 Meters

0 840 1680 2520 Feet

N

Attachment

Portions of the 1961 Burlington and 1961 Rossville, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area boundary.

Base: USGS Burlington and Rossville, Indiana, 7.5' series quadrangles

Created by TMD, JVT; last saved: 1/7/2020 1:47:13 PM

SR 75 Bridge over Middle Fork Wildcat Creek
Democrat Township, Carroll County, Indiana
Des. Nos. 1703010
Consulting Parties List

Organization	Contact Name	Title	Address	Address	City	State	Zip	Email	Phone
SHPO	Beth K. McCord	Deputy State Historic Preservation Officer	Indiana DNR Division of Historic Preservation and Archaeology	402 W. Washington Street, W27	Indianapolis	IN	46204		
Carroll County Commission	Loren Hylton	Commissioner, District 1		5390 E 750N	Logansport	IN	46947	commissioner1@carrollcountyin.gov	574-859-2651
Carroll County Commission	Steve Pearson	Vice Chairman, Commissioner District 2		466 E Cumberland Street	Camden	IN	46917	commissioner2@carrollcountyin.gov	574-686-2345
Carroll County Commission	William R. Brown	Chairman, Commissioner District 3		P. O. Box 291	Cutler	IN	46920	commissioner3@carrollcountyin.gov; abjakes@yahoo.com	765-414-0913
Carroll County Highway Department	Paul Couts	Highway Superintendent/ Engineer	Carroll County Highway Garage	616 E. Elizabeth St.	Flora	IN	46929		574-967-4244
Area Plan Commission of Tippecanoe County	Sallie Fahey	Executive Director		201 N. Third Street	Lafayette	IN	47901	sfahey@tippecanoe.in.gov	765-423-9242
Carroll County Area Plan Commission	Kamron Yates	Executive Director						areaplan@carrollcountyin.gov	754-564-4468
Carrol County Economic Development	Laura Walls	Executive Director		241 N. Heartland Dr.	Delphi	IN	46923		765-564-2060
Indiana Landmarks, Western Regional Office				669 Ohio Street	Terre Haute	IN	47807	west@indianalandmarks.org	812-232-4534
Carroll County Historian	Mark Smith			1031 S. Brackney Street	Brookston	IN	47923	markalansmith12171948@gmail.com	765-563-3349; 765-564-3152
Carroll County Historical Society	Steve Mulligan	President		P.O. Box 277	Delphi	IN	46923		765-564-3152
DePauw University, Professor Emeritus of History	Dr. James L. Cooper							jlcooper@ccrtc.com	
Indiana Historic Spans Task Force	Paul Brandenburg							'indianabridges@sbcglobal.net'	
Historic Hoosier Bridges	Tony Dillon			208 N 17th Street	New Castle	IN	47362	spansaver@hotmail.com	765-624-6558
HistoricBridges.org	Nathan Holth	Author/Photographer/ Webmaster		2767 Eastway Drive	Okemos	MI	48864	nathan@historicbridges.org	269-290-2593
Historic Bridge Foundation	Kitty Henderson	Executive Director		PO Box 66245	Austin	TX	78766	kitty@historicbridgefoundation.com	512-407-8898
Heartland Heritage, Inc.	Bonnie Maxwell	President						bmaxwell62@gmail.com	
Delphi Preservation Society	Joe Mayfield							joe.mayfield5@gmail.com	
NICHES Land Trust	Gus Nyberg	Executive Director						gnyberg@nicheslandtrust.org	
Carroll County Wabash & Erie Canal	Dan McCain	President						dan.mccain@gmail.com	
Carroll County Chamber of Commerce	Julia Leahy	Executive Director						julia@carrollcountychamber.com	
Promoting Wildcat Valley	Mary Blue	President						maryloublueeyes@gmail.com	
Indiana Department of Natural Resources, Division of Outdoor Recreation	Dale Brier	Division Director						dbrier@dnr.in.gov	
Wildcat Guardians	Rich Parsons	President						rpars17542@aol.com	
Indian Tribes									
Eastern Shawnee Tribe of Oklahoma									
Miami Tribe of Oklahoma									
Peoria Tribe of Indians of Oklahoma									
Pokagon Band of Potawatomi Indians									
Forest County Potawatomi Community									

From:	Carroll County Area Plan
To:	Leah Konicki
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Thursday, February 27, 2020 10:10:29 AM

Thank you Leah,
I would like to be updated and a part of future notifications meeting etc. within the scope of this project. I believe the document stated that I reply to that within 30 days. Thanks again.

Kamron Yates
Executive Director
Carroll County Area Plan Commission
101 W Main, Suite 208
Delphi, IN 46923
Office: 765-564-4468
areaplan@carrollcountyin.gov
Kamron Yates

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 25, 2020 9:08 AM
To: Loren Hylton <commissioner1@carrollcountyin.gov>; Steve Pearson <commissioner2@carrollcountyin.gov>; William Brown <commissioner3@carrollcountyin.gov>; 'abjakes@yahoo.com' <abjakes@yahoo.com>; 'sfahey@tippecanoe.in.gov' <sfahey@tippecanoe.in.gov>; Carroll County Area Plan <areaplan@carrollcountyin.gov>; 'west@indianalandmarks.org' <west@indianalandmarks.org>; 'markalansmith12171948@gmail.com' <markalansmith12171948@gmail.com>; 'jlcooper@ccrtc.com' <jlcooper@ccrtc.com>; 'indianabridges@sbcglobal.net' <indianabridges@sbcglobal.net>; 'spansaver@hotmail.com' <spansaver@hotmail.com>; 'nathan@historicbridges.org' <nathan@historicbridges.org>; 'kitty@historicbridgefoundation.com' <kitty@historicbridgefoundation.com>; 'bmaxwell62@gmail.com' <bmaxwell62@gmail.com>; 'joe.mayfield5@gmail.com' <joe.mayfield5@gmail.com>; 'gnyberg@nicheslandtrust.org' <gnyberg@nicheslandtrust.org>; 'dan.mccain@gmail.com' <dan.mccain@gmail.com>; 'julia@carrollcountychamber.com' <julia@carrollcountychamber.com>; 'maryloublueeyes@gmail.com' <maryloublueeyes@gmail.com>; 'dbrier@dnr.in.gov' <dbrier@dnr.in.gov>; 'rpars17542@aol.com' <rpars17542@aol.com>; 'bmccord@dnr.IN.gov' <bmccord@dnr.IN.gov>
Cc: Jacob Isenburg <jisenburg@hwcengineering.com>; dhagley@hwcengineering.com; Sipe, Lukas <lsipe@hwcengineering.com>; Harry Nikides <hNikides@ascgroup.net>; Branigin, Susan

From:	Leah Konicki
To:	"Carroll County Area Plan"
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Thursday, February 27, 2020 11:02:58 AM

Thank you, Kamron,
I will add your name to the list of consulting parties, and you will receive all future correspondence related to the project.

And yes, you have 30 days to reply with any comments; if you need a few additional days, please let me know.

Let us know if you have any questions or would like any additional information.

Thank you again.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

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From: Carroll County Area Plan [mailto:areaplan@carrollcountyin.gov]
Sent: Thursday, February 27, 2020 10:10 AM
To: Leah Konicki <lkonicki@ascgroup.net>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Thank you Leah,
I would like to be updated and a part of future notifications meeting etc. within the scope of this project. I believe the document stated that I reply to that within 30 days. Thanks again.

From:	Carroll County Area Plan
To:	Leah Konicki
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Thursday, February 27, 2020 11:14:32 AM

Is there something I need to write out? Realistically Id just like to know where it is at each phase and keep updated on meetings, progress etc.

Kamron Yates
Executive Director
Carroll County Area Plan Commission
101 W Main, Suite 208
Delphi, IN 46923
Office: 765-564-4468
areaplan@carrollcountyin.gov
Kamron Yates

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Thursday, February 27, 2020 11:03 AM
To: Carroll County Area Plan <areaplan@carrollcountyin.gov>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Thank you, Kamron,
I will add your name to the list of consulting parties, and you will receive all future correspondence related to the project.

And yes, you have 30 days to reply with any comments; if you need a few additional days, please let me know.

Let us know if you have any questions or would like any additional information.

Thank you again.

Leah J. Konicki
Principal Investigator - Architectural Historian

From:	Leah Konicki
To:	"Carroll County Area Plan"
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Thursday, February 27, 2020 11:19:04 AM

You do not need to do anything further at this point, I have you listed as a Section 106 consulting party. I will pass your name on to my colleagues who are working on the environmental document to make sure you are included in their early coordination letter.

Thanks for your interest.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

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From: Carroll County Area Plan [mailto:areaplan@carrollcountyin.gov]
Sent: Thursday, February 27, 2020 11:14 AM
To: Leah Konicki <lkonicki@ascgroup.net>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Is there something I need to write out? Realistically Id just like to know where it is at each phase and keep updated on meetings, progress etc.

Kamron Yates
Executive Director

From:	indianabridges@sbcglobal.net
To:	Leah Konicki
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Sunday, March 1, 2020 12:24:27 PM

Leah,

My thanks for the Early Coordination Letter regarding the SR 75 Bridge over Middle Fork Wildcat Creek project. Indiana Historic SPANs Taskforce requests continued Consulting Party status and it supportive of a process resulting in the rehabilitation and preservation of this important structure due to it being National Register eligible and determined to be “Select”.

Cheers,

Paul

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 25, 2020 9:08 AM
To: 'commissioner1@carrollcountyin.gov' <commissioner1@carrollcountyin.gov>; 'commissioner2@carrollcountyin.gov' <commissioner2@carrollcountyin.gov>; 'commissioner3@carrollcountyin.gov' <commissioner3@carrollcountyin.gov>; 'abjakes@yahoo.com' <abjakes@yahoo.com>; 'sfahey@tippecanoe.in.gov' <sfahey@tippecanoe.in.gov>; 'areaplan@carrollcountyin.gov' <areaplan@carrollcountyin.gov>; 'west@indianalandmarks.org' <west@indianalandmarks.org>; 'markalansmith12171948@gmail.com' <markalansmith12171948@gmail.com>; 'jlcooper@ccrtc.com' <jlcooper@ccrtc.com>; 'indianabridges@sbcglobal.net' <indianabridges@sbcglobal.net>; 'spansaver@hotmail.com' <spansaver@hotmail.com>; 'nathan@historicbridges.org' <nathan@historicbridges.org>; 'kitty@historicbridgefoundation.com' <kitty@historicbridgefoundation.com>; 'bmaxwell62@gmail.com' <bmaxwell62@gmail.com>; 'joe.mayfield5@gmail.com' <joe.mayfield5@gmail.com>; 'gnyberg@nicheslandtrust.org' <gnyberg@nicheslandtrust.org>; 'dan.mccain@gmail.com' <dan.mccain@gmail.com>; 'julia@carrollcountychamber.com' <julia@carrollcountychamber.com>; 'maryloublueeyes@gmail.com' <maryloublueeyes@gmail.com>; 'dbrier@dnr.in.gov' <dbrier@dnr.in.gov>; 'rpars17542@aol.com' <rpars17542@aol.com>; 'bmccord@dnr.IN.gov' <bmccord@dnr.IN.gov>
Cc: Jacob Isenburg <jisenburg@hwcengineering.com>; dhagley@hwcengineering.com; Sipe, Lukas <lsipe@hwcengineering.com>; Harry Nikides <hNikides@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Doug Terpstra <dterpstra@ascgroup.net>
Subject: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Des. No.:	**1703010**
Project Description:	**SR 75 Bridge over Middle Fork Wildcat Creek**
Location:	**Democrat Township, Carroll County**

From:	Leah Konicki
To:	"indianabridges@sbcglobal.net"
Cc:	Doug Terpstra
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Monday, March 2, 2020 4:15:39 PM

Thank you, Paul,
We will include you on the list of those who have accepted consulting party status for this project.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

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From: indianabridges@sbcglobal.net [mailto:indianabridges@sbcglobal.net]
Sent: Sunday, March 1, 2020 12:24 PM
To: Leah Konicki <lkonicki@ascgroup.net>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Leah,

My thanks for the Early Coordination Letter regarding the SR 75 Bridge over Middle Fork Wildcat Creek project. Indiana Historic SPANs Taskforce requests continued Consulting Party status and it supportive of a process resulting in the rehabilitation and preservation of this important structure due to it being National Register eligible and determined to be “Select”.

Cheers,

Paul

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 25, 2020 9:08 AM

From:	Bonnie Maxwell
To:	Leah Konicki
Subject:	Re: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Tuesday, March 3, 2020 6:26:26 PM
Attachments:	SR 75 Concrete arch bridge.pdf Chittick Reminiscences DC 3-29-1924.pdf

Heartland Heritage, Inc. definitely wants to continue to be a Consulting Partner on the SR 75 Middle Fork bridge project.

Immediately to the north of the bridge was the Lafayette to Burlington Road which was a stagecoach route. Just to the east was the very large Maple Swamp which was a stopping place for the Native Americans as they traveled from the Wea Prairie to what became the Kokomo area. The two attachments may help document these points.

We hope this important bridge will be restored to its former beauty. Carroll County has many historic bridges which we treasure and promote.

Thank you very much for your consideration.

Bonnie Maxwell, President

On Tue, Feb 25, 2020 at 9:08 AM Leah Konicki <lkonicki@ascgroup.net> wrote:

> **Des. No.:** **1703010**
>
> **Project Description:** **SR 75 Bridge over Middle Fork Wildcat Creek**
>
> **Location:** **Democrat Township, Carroll County**
>
> The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.
>
> Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:
>
> Beth K. McCord, Deputy State Historic Preservation Officer
>
> Loren Hylton, Carroll County Commissioner, District 1
>
> Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman
>
> William R. Brown, Carroll County Commissioner, District 3 and Chairman

From:	Leah Konicki
To:	"Bonnie Maxwell"
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Wednesday, March 4, 2020 8:39:24 AM

Thank you, Bonnie,
I will make sure your name gets added to the list of consulting parties.

Thank you also for the information on the site. We will review it and incorporate the information into our reports.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

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From: Bonnie Maxwell [mailto:bmaxwell62@gmail.com]
Sent: Tuesday, March 3, 2020 6:26 PM
To: Leah Konicki <lkonicki@ascgroup.net>
Subject: Re: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Heartland Heritage, Inc. definitely wants to continue to be a Consulting Partner on the SR 75 Middle Fork bridge project.

Immediately to the north of the bridge was the Lafayette to Burlington Road which was a stagecoach route. Just to the east was the very large Maple Swamp which was a stopping place for the Native Americans as they traveled from the Wea Prairie to what became the Kokomo area. The two attachments may help document these points.

We hope this important bridge will be restored to its former beauty. Carroll County has many historic bridges which we treasure and promote.

Thank you very much for your consideration.

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

March 4, 2020
Ref. No. 2020-079

Leah J. Konicki, Principal Investigator - Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256

Dear Ms. Konicki:

Thank you for including the Area Plan Commission as part of the early coordination phase of the SR 75 Bridge Replacement project, des #1703010. We have reviewed the project information and offer the following comments.

In reviewing the Indiana State Historical Architectural and Archaeological Research database we have identified three sites within a ½ miles radius of the project, in addition to the historic bridge involved in this project. The sites are:

1) Lowery Farm, 015-553-65049, on SR 75 (rated as "Contributing"),
2) County Bridge, 015-553-65047, on CR 750S (rated as "Contributing"), and
3) Private Residence, 015-553-65041, at 6990 S SR 75 (rated as "Contributing").

According to Carroll County's web site, there are no cemeteries within a ½ mile radius of the project site.

We have also researched various other GIS data sets and informational sources and found no churches, libraries, schools, parks, trails, nature preserves, NICHES Land Trust areas, round barns, historical markers, oil or gas wells, active mining, and underground storage tanks within a ½ mile radius of the project. We did find 15 unconsolidated wells within the ½ mile radius. There is one abandoned railroad that was located just east of the project site, which is the former Conrail Railroad that ran between Frankfort and Flora.

Please call or email if you have any questions.

Sincerely,

Tim Stroshine
Assistant Director

cc: Paul Couts, Carroll County Highway Superintendent/Engineer

From:	Leah Konicki
To:	"Timothy Stroshine"
Cc:	Paul Couts
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Wednesday, March 4, 2020 9:26:43 AM

Timothy,

Thank you for forwarding the letter from the Area Plan Commission. We will include the Area Plan Commission as a consulting party for this project.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web



From: Timothy Stroshine [mailto:tstroshine@tippecanoe.in.gov]
Sent: Wednesday, March 4, 2020 9:22 AM
To: Leah Konicki <lkonicki@ascgroup.net>
Cc: Paul Couts <highwaydept@centurylink.net>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Ms. Konicki:

Please see the attached letter for The Area Plan Commission's comments on this project. Thank you.

Tim Stroshine
Assistant Director
Area Plan Commission of Tippecanoe County
20 N. 3rd St.
Lafayette, IN 47901
(765) 423-9242
tstroshine@tippecanoe.in.gov

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

March 10, 2020

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Early coordination letter and proposal for dual review for the SR 75 bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486), Democrat Township, Carroll County (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology ("INDNR-DHPA"), which also serves as the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"), is in receipt of INDOT's early coordination letter, dated February 25, 2020, transmitting your proposal for a dual review, pursuant to 312 Indiana Administrative Code ("IAC") 20-4-11.5, of the aforementioned project in Democrat Township, Carroll County. We received this submission on February 27, 2020.

The Indiana SHPO/INDNR-DHPA will review the information submitted under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4. By copy of this letter, INDNR-DHPA is providing notification of the commencement of the dual review to interested persons and members of the Indiana Historic Preservation Review Board ("Review Board"). Notice of the commencement will also be posted on the division's website (www.in.gov/dnr/historic/7440.htm).

For the purposes of Indiana Code 14-21-1-18 and 312 IAC 20-4, we have added the members of the Review Board and additional, potentially interested parties to the list of parties we intend to copy with our comment letters. Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to dkauffmann@dnr.in.gov or to (317) 232-0582 or by letter to the address in our letterhead and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

In your next regular submission, please include which consulting parties agree to participate in the consultation of this dual review.

As INDOT's February 25 letter indicates, additional information regarding aboveground historic resources and archaeological resources are forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT's February 25 letter can be found online at http://erms.indot.in.gov/Section 106Documents/. From there, search by this project's designation number: 1703010.

If you have questions regarding our dual review of the aforementioned project, please contact INDNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of the SR 75 bridge over Middle Fork Wildcat Creek project in Democrat Township, Carroll County (Des. No. 1703010), please refer to DHPA No. 25096.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, INDNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, INDNR-DHPA, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Sallie Fahey, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Tommy Kleckner, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

Indiana Landmarks, Western Regional Office

From:	Emily Eckardt
To:	Leah Konicki
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Tuesday, March 10, 2020 1:46:28 PM

Leah,

Thank you for inviting my office to act as a consulting party for Des. No. 1703010. After reviewing the information provided in the early coordination letter, I do not see any potential negative effects to historic properties. Should the scope of the project change, please include us on any future invitations to consult.

Best,
Emily

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 25, 2020 9:08 AM
To: 'commissioner1@carrollcountyin.gov' <commissioner1@carrollcountyin.gov>; 'commissioner2@carrollcountyin.gov' <commissioner2@carrollcountyin.gov>; 'commissioner3@carrollcountyin.gov' <commissioner3@carrollcountyin.gov>; 'abjakes@yahoo.com' <abjakes@yahoo.com>; 'sfahey@tippecanoe.in.gov' <sfahey@tippecanoe.in.gov>; 'areaplan@carrollcountyin.gov' <areaplan@carrollcountyin.gov>; West <West@indianalandmarks.org>; 'markalansmith12171948@gmail.com' <markalansmith12171948@gmail.com>; Jim Cooper <jlcooper@ccrtc.com>; Paul Brandenburg <indianabridges@sbcglobal.net>; 'spansaver@hotmail.com' <spansaver@hotmail.com>; 'nathan@historicbridges.org' <nathan@historicbridges.org>; 'kitty@historicbridgefoundation.com' <kitty@historicbridgefoundation.com>; 'bmaxwell62@gmail.com' <bmaxwell62@gmail.com>; 'joe.mayfield5@gmail.com' <joe.mayfield5@gmail.com>; 'gnyberg@nicheslandtrust.org' <gnyberg@nicheslandtrust.org>; 'dan.mccain@gmail.com' <dan.mccain@gmail.com>; 'julia@carrollcountychamber.com' <julia@carrollcountychamber.com>; 'maryloublueeyes@gmail.com' <maryloublueeyes@gmail.com>; 'dbrier@dnr.in.gov' <dbrier@dnr.in.gov>; 'rpars17542@aol.com' <rpars17542@aol.com>; 'bmccord@dnr.IN.gov' <bmccord@dnr.IN.gov>
Cc: Jacob Isenburg <jisenburg@hwcengineering.com>; dhagley@hwcengineering.com; Sipe, Lukas <lsipe@hwcengineering.com>; Harry Nikides <hNikides@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Doug Terpstra <dterpstra@ascgroup.net>
Subject: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Des. No.:	**1703010**
Project Description:	**SR 75 Bridge over Middle Fork Wildcat Creek**
Location:	**Democrat Township, Carroll County**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek

From:	Leah Konicki
To:	"Emily Eckardt"
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana
Date:	Tuesday, March 10, 2020 2:29:32 PM

Emily,
Thank you for your response. We will make a note for the record to include you on future invitations to consult.

Leah J. Konicki
Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

From: Emily Eckardt [mailto:eeckardt@indianalandmarks.org]
Sent: Tuesday, March 10, 2020 1:46 PM
To: Leah Konicki <lkonicki@ascgroup.net>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana

Leah,

Thank you for inviting my office to act as a consulting party for Des. No. 1703010. After reviewing the information provided in the early coordination letter, I do not see any potential negative effects to historic properties. Should the scope of the project change, please include us on any future invitations to consult.

Best,
Emily

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 25, 2020 9:08 AM
To: 'commissioner1@carrollcountyin.gov' <commissioner1@carrollcountyin.gov>;

From:	Kennedy, Mary
To:	Michael LaRonge
Cc:	Miller, Shaun (INDOT); Leah Konicki; Allen, Michelle (FHWA)
Subject:	RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Ind. - ECL
Date:	Monday, March 23, 2020 12:36:31 PM
Attachments:	image001.png image002.png image003.png image008.png image009.png

Mr. LaRonge,

Thank you for the response. We will be sure to include the Forest County Potawatomi Community as a consulting party on the project. We have not yet completed any archaeological investigations. We will be sure to notify you when they have been completed and we have a report.

Regards,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

From: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Sent: Monday, March 23, 2020 12:28 PM
To: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Ind. - ECL

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

RE: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll
County, Indiana.

Dear M., Kennedy,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as

amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Thank you for providing information regarding this project. The Historic Preservation Office requests a copy of the archaeological report associated with the project.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Cultural Preservation Division
Forest County Potawatomi Community
8130 Mish ko Swen Drive
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Tuesday, February 25, 2020 2:53 PM
To: 'thpo@estoo.net' <thpo@estoo.net>; 'Diane Hunter' <dhunter@miamination.com>; 'lpappenfort@peoriatribe.com' <lpappenfort@peoriatribe.com>; 'Matthew.Bussler@pokagonband-nsn.gov' <Matthew.Bussler@pokagonband-nsn.gov>; Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Cc: Leah Konicki <lkonicki@ascgroup.net>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Allen, Michelle (FHWA) <michelle.allen@dot.gov>
Subject: FHWA Project: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Ind. - ECL

Des. No.: **1703010**
Project Description: **SR 75 Bridge over Middle Fork Wildcat Creek**
Location: **Democrat Township, Carroll County**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Beth K. McCord, Deputy State Historic Preservation Officer
Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 and Vice Chairman

Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 ● P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 ● Fax: (918) 542-7260
www.miamination.com

Via email: smiller@indot.in.gov

March 23, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1703010; SR 75 Bridge over Middle Fork Wildcat Creek; Democrat Township, Carroll County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this project is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 24, 2020

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County
Des. No. 1703010
DHPA No. 25096

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge project (Des. No. 1703010).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on February 25, 2020.

The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (m)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure (≥ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, the bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the

IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects, and to seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Bridge No. 075-08-03486 is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, one (1) resource, the SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures (IHSSI) # 015-553-65048), has previously been determined eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your

related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

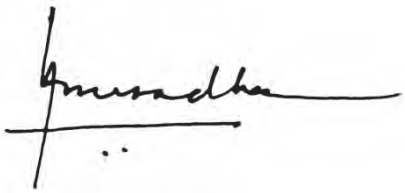
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Emily Eckardt, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Bonnie Maxwell, Heartland Heritage, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community

SR 75 Bridge over Middle Fork Wildcat Creek
Democrat Township, Carroll County, Indiana
Des. Nos. 1703010
Consulting Parties List (gray highlighting indicates consuling party invitation accepted)

Organization	Contact Name	Title	Address	Address	City	State	Zip	Email	Phone
SHPO	Beth K. McCord	Deputy State Historic Preservation Officer	Indiana DNR Division of Historic Preservation and Archaeology	402 W. Washington Street, W27	Indianapolis	IN	46204		
Carroll County Commission	Loren Hylton	Commissioner, District 1		5390 E 750N	Logansport	IN	46947	commissioner1@carrollcountyin.gov	574-859-2651
Carroll County Commission	Steve Pearson	Vice Chairman, Commissioner District 2		466 E Cumberland Street	Camden	IN	46917	commissioner2@carrollcountyin.gov	574-686-2345
Carroll County Commission	William R. Brown	Chairman, Commissioner District 3		P. O. Box 291	Cutler	IN	46920	commissioner3@carrollcountyin.gov; abjakes@yahoo.com	765-414-0913
Carroll County Highway Department	Paul Couts	Highway Superintendent/ Engineer	Carroll County Highway Garage	616 E. Elizabeth St.	Flora	IN	46929		574-967-4244
Area Plan Commission of Tippecanoe County	Tim Stroshine	Assistant Director		201 N. Third Street	Lafayette	IN	47901	tstroshine@tippecanoe.in.gov	765-423-9242
Carroll County Area Plan Commission	Kamron Yates	Executive Director		101 W Main, Suite 208	Delphi	IN	46923	areaplan@carrollcountyin.gov	754-564-4468
Carrol County Economic Development	Laura Walls	Executive Director		241 N. Heartland Dr. P.O. Box 83	Delphi	IN	46923		765-564-2060
Indiana Landmarks, Western Regional Office	Emily Eckardt			669 Ohio Street	Terre Haute	IN	47807	eeckardt@indianalandmarks.org	812-232-4534
Carroll County Historian	Mark Smith			1031 S. Brackney Street	Brookston	IN	47923	markalansmith12171948@gmail.com	765-563-3349; 765-564-3152
Carroll County Historical Society	Steve Mulligan	President		P.O. Box 277	Delphi	IN	46923		765-564-3152
DePauw University, Professor Emeritus of History	Dr. James L. Cooper							jlcooper@ccrtc.com	
Indiana Historic Spans Task Force	Paul Brandenburg							'indianabridges@sbcglobal.net'	
Historic Hoosier Bridges	Tony Dillon			208 N 17th Street	New Castle	IN	47362	spansaver@hotmail.com	765-624-6558
HistoricBridges.org	Nathan Holth	Author/Photographer/ Webmaster		2767 Eastway Drive	Okemos	MI	48864	nathan@historicbridges.org	269-290-2593
Historic Bridge Foundation	Kitty Henderson	Executive Director		PO Box 66245	Austin	TX	78766	kitty@historicbridgefoundation.com	512-407-8898
Heartland Heritage, Inc.	Bonnie Maxwell	President						bmaxwell62@gmail.com	
Delphi Preservation Society	Joe Mayfield							joe.mayfield5@gmail.com	
NICHES Land Trust	Gus Nyberg	Executive Director						gnyberg@nicheslandtrust.org	
Carroll County Wabash & Erie Canal	Dan McCain	President						dan.mccain@gmail.com	
Carroll County Chamber of Commerce	Julia Leahy	Executive Director						julia@carrollcountychamber.com	
Promoting Wildcat Valley	Mary Blue	President						maryloublueeyes@gmail.com	
Indiana Department of Natural Resources, Division of Outdoor Recreation	Dale Brier	Division Director						dbrier@dnr.in.gov	
Wildcat Guardians	Rich Parsons	President						rpars17542@aol.com	
Indian Tribes									
Eastern Shawnee Tribe of Oklahoma									
Miami Tribe of Oklahoma									
Peoria Tribe of Indians of Oklahoma									
Pokagon Band of Potawatomi Indians									
Forest County Potawatomi Community									

Area Plan Commission of Tippecanoe County (APCTC)

From:	Timothy Stroshine
To:	Leah Konicki
Subject:	RE: FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana
Date:	Friday, April 24, 2020 3:47:16 PM
Attachments:	SR 75 Early Coordination Letter Signed.pdf

Ms. Konicki:

Please find our comments in the attached letter. Thank you, and let me know if you have further questions for us.

Tim Stroshine
Assistant Director

From: Leah Konicki [mailto:lkonicki@ascgroup.net]
Sent: Friday, April 24, 2020 2:21 PM
To: 'bmccord@dnr.IN.gov' <bmccord@dnr.IN.gov>; Timothy Stroshine <tstroshine@tippecanoe.in.gov>; 'areaplan@carrollcountyin.gov' <areaplan@carrollcountyin.gov>; 'eeckardt@indianalandmarks.org' <eeckardt@indianalandmarks.org>; 'indianabridges@sbcglobal.net' <indianabridges@sbcglobal.net>
Cc: Jacob Isenburg <jisenburg@hwcengineering.com>; 'David Hagley' <dhagley@hwcengineering.com>; Sipe, Lukas <lsipe@hwcengineering.com>; Harry Nikides <hNikides@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Doug Terpstra <dterpstra@ascgroup.net>; 'Kennedy, Mary' <MKENNEDY@indot.IN.gov>
Subject: FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana

Des. No.: 1703010

Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020. **Note: Middle Fork of Wildcat Creek is sometimes referred to as Middle Folk. This is an error and it should state Fork.**

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Email was not included in the approved 800.11

From:	Leah Konicki
To:	"bmccord@dnr.IN.gov"; "tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "eeckardt@indianalandmarks.org"; "indianabridges@sbcglobal.net"
Cc:	Jacob Isenburg; "David Hagley"; Sipe, Lukas; Harry Nikides; Branigin, Susan; Hockaday, Jacqueline R; Doug Terpstra; "Kennedy, Mary"
Bcc:	Katie Boelke
Subject:	FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana
Date:	Friday, April 24, 2020 2:20:46 PM

Des. No.: 1703010

Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

From:	Kennedy, Mary
To:	Michael LaRonge; Diane Hunter
Cc:	Miller, Shaun (INDOT); michelle.allen@dot.gov; Leah Konicki
Subject:	FHWA Project: Des. No 1703010; SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana--HPR
Date:	Sunday, April 26, 2020 2:28:08 PM
Attachments:	image002.png image003.png image004.png image006.png

Des. No.: 1703010

Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

HISTORIC PRESERVATION AND ARCHAEOLOGY

May 11, 2020

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Historic property report (Terpstra, 4/24/2020) for the SR 75 bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486), Democrat Township, Carroll County (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") is in receipt of your April 27, 2020 Review Request Submittal form which enclosed INDOT's cover letter of the same date, for the aforementioned project in Democrat Township, Carroll County. We received this submission electronically on April 27, 2020.

We have accessed the historic property report ("HPR"; Terpstra, 4/24/2020) through INDOT's Section 106 Consultation and Outreach Portal Enterprise ("IN SCOPE"). The proposed area of potential effects ("APE") appears to be of adequate size to encompass the geographic area in which direct or indirect effects a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that the subject bridge, Bridge No. 075-08-03486 has previously been determined eligible for listing in the National Register of Historic Places. We agree that there are no other properties listed or eligible for inclusion in the National Register within the APE of the proposed project. Since Bridge No. 075-08-03486, which carries SR 75 over Middle Fork Wildcat Creek is identified as a "Select" Bridge in the *Indiana Historic Bridges Inventory,* the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for this project.

As INDOT's April 27, 2020 letter indicates, additional information regarding archaeological resources are forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

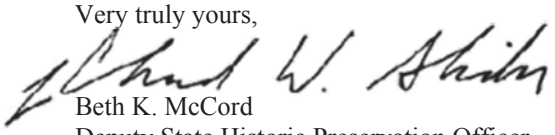
For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT's April 27 letter can be found online at http://erms.indot.in.gov/Section 106Documents/. From there, search by this project's designation number: 1703010.

Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to dkauffmann@dnr.in.gov or to (317) 232-0582 or by letter to the address in our letterhead and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

If you have questions regarding our dual review of the aforementioned project, please contact INDNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of the SR 75 bridge over Middle Fork Wildcat Creek project in Democrat Township, Carroll County (Des. No. 1703010), please refer to DHPA No. 25096.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, INDNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, INDNR-DHPA, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society

Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Leah Konicki
To:	"bmccord@dnr.IN.gov"; "mburkett@dnr.in.gov"; "tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "eeckardt@indianalandmarks.org"; "indianabridges@sbcglobal.net"
Cc:	"Korzeniewski, Patricia J"; "Hockaday, Jacqueline R"; "Michels, Stewart"; "Miller, Shaun (INDOT)"; "Kennedy, Mary"; Kevin Schwarz; Harry Nikides; "Jacob Isenburg"
Subject:	RE: FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana.
Date:	Tuesday, May 12, 2020 2:20:36 PM

Des. No.: 1703010
Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).
Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

Facebook | LinkedIn | Web

From:	Korzeniewski, Patricia J
To:	michelle.allen@dot.gov; thpo@estoo.net; dhunter@miamination.com; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; michael.laronge@fcpotawatomi-nsn.gov
Cc:	Miller, Shaun (INDOT); Hockaday, Jacqueline R; Kennedy, Mary; Leah Konicki
Subject:	RE: FHWA Clearance Notification: Des No. 1703010,Proposed to proceed with the SR 75, over the Middle Fork of Wildcat Creek Bridge Project, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana.
Date:	Tuesday, May 12, 2020 2:19:40 PM

Des. No.: 1703010
Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).
Location: SR 75, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana.

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Patricia Jo Korzeniewski
Archaeologist and Environmental Manager
INDOT, Cultural Resources Office
PKorzeniewski@indot.in.gov
(317) 233-2093

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

May 12, 2020

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County
Des. No. 1703010
DHPA No. 25096

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge project (Des. No. 1703010).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on February 25, 2020.

The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (m)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure (≥ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, this bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the

IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects, and to seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Bridge No. 075-08-03486 is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards conducted a survey of above-ground resources within the APE for potential eligibility for the NRHP. A report of that investigation has been distributed to consulting parties for review.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified 2 sites within the project area. As a result of these efforts, sites 12-C-0724 and 12-C-0725 were recommended not eligible for listing in the NRHP and no further work is recommended.

The Archaeology Report (Tribes only) is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

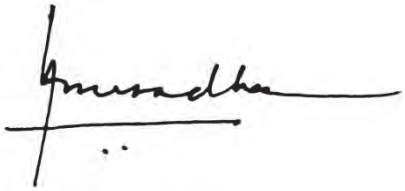
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Topographic map showing project area

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Emily Eckardt, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Bonnie Maxwell, Heartland Heritage, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community

From:	Michael LaRonge
To:	Kennedy, Mary
Subject:	RE: FHWA Project: Des. No 1703010; SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana--HPR
Date:	Wednesday, May 27, 2020 11:15:09 PM
Attachments:	image001.png image002.png image003.png image008.png

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

RE: INDOT Project ID #1703010, SR 75, Repair of bridge crossing Wildcat Creek, Carroll County, Indiana.

Dear Ms. Kennedy,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Based on the information provided in the archaeological report, it appears that the project is not likely to affect any historic properties. Thus, the Tribal Historic Preservation Office is pleased to offer a finding of no historic properties affected with two conditions. First should the SHPO comment differ the Tribe reserves the right to reconsider this finding based on new evidence. Next, in the event that human remains or archaeological materials are exposed as a result of project activities work must halt and the Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Cultural Preservation Division
Forest County Potawatomi Community
8130 Mish ko Swen Drive
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

June 9, 2020

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Phase Ia archaeological records check and reconnaissance survey report (Gagliano, 5/11/2020) for the SR 75 bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486), Democrat Township, Carroll County (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") is in receipt of your May 12, 2020 Review Request Submittal form which enclosed INDOT's cover letter of the same date and archaeological records check and reconnaissance survey report, for the aforementioned project in Democrat Township, Carroll County. We received this submission on May 27, 2020.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that the subject bridge, Bridge No. 075-08-03486 has previously been determined eligible for listing in the National Register of Historic Places. We agree that there are no other properties listed or eligible for inclusion in the National Register within the APE of the proposed project. Since Bridge No. 075-08-03486, which carries SR 75 over Middle Fork Wildcat Creek is identified as a "Select" Bridge in the *Indiana Historic Bridges Inventory*, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for this project.

In regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Gagliano, 5/11/2020), that archaeological sites 12C724 and 12C725 do not appear eligible for inclusion in the NRHP. A soil core indicated repeated and active flooding and we infer that there is little potential for buried intact cultural deposits. No further archaeological investigations are necessary.

Please note that archaeological site survey records for sites 12C724 and 12C725 have **not** been submitted to SHAARD. Please submit these records for review

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

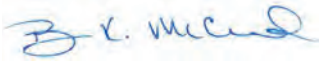
For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT's May 12 letter can be found online at http://erms.indot.in.gov/Section 106Documents/. From there, search by this project's designation number: 1703010.

Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to dkauffmann@dnr.in.gov or to (317) 232-0582 or by letter to the address in our letterhead and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

If you have questions regarding our dual review of the aforementioned project, please contact INDNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of the SR 75 bridge over Middle Fork Wildcat Creek project in Democrat Township, Carroll County (Des. No. 1703010), please refer to DHPA No. 25096.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:bkm

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah J. Konicki, ASC Group, Inc.
Dawn W. Gagliano, ASC Group, Inc.
Danielle Kauffmann, INDNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, INDNR-DHPA, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNR, and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society

Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Leah Konicki
To:	"jisenburg@hwcengineering.com"; "jlukac@hwcengineering.com"; "lsipe@hwcengineering.com"; Leah Konicki; Harry Nikides; "stbenczik@indot.in.gov"; "mkennedy@indot.in.gov"; "kvincent@indot.in.gov"; "JHockaday@indot.IN.gov"; "gklevitsky@indot.in.gov"; "mapittman@indot.in.gov"; "knethercutt@indot.in.gov"; "DKauffmann@dnr.IN.gov"; "K.CarmanyGeorge@dot.gov"; "tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "tkleckner@indianalandmarks.org"; "eeckardt@indianalandmarks.org"; "indianabridges@sbcglobal.net"; "bmaxwell62@gmail.com"
Subject:	FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana.
Date:	Tuesday, June 23, 2020 4:06:03 PM

Consulting Parties Meeting
July 15, 2020, 9:00 a.m. – 10:00 a.m. via Microsoft Teams

Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020; the Historic Property Report was distributed on April 24, 2020; and the Phase Ia archaeology report (tribes only), was distributed on May 12, 2020.

As part of Section 106 of the National Historic Preservation Act, you are invited to a consulting parties meeting, which will be conducted virtually on Microsoft Teams. The meeting is scheduled for July 15, 2020, at 9:00. See link below to log into the meeting.

You're invited to join a Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Manage privacy settings in Meeting options

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

From:	Kennedy, Mary
To:	Diane Hunter; Michael LaRonge
Cc:	Leah Konicki; Miller, Shaun (INDOT)
Subject:	FHWA Project: Des. No 1703010; SR 75 over Middle Fork of Wildcat Creek Bridge, Carroll County, Ind--Consulting Party meeting
Date:	Wednesday, July 1, 2020 12:21:38 PM
Attachments:	image002.png image003.png image008.png image001.png

Consulting Parties Meeting Invitation
July 15, 2020, 10:00 AM EDT via Microsoft Teams

Des. No 1703010
Project Description: Bridge Project
Location: SR 75 Middle Fork of Wildcat Creek, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020; the Historic Property Report was distributed on April 24, 2020; and the Phase Ia archaeology report (tribes only), was distributed on May 12, 2020.

As part of Section 106 of the National Historic Preservation Act, you are invited to a consulting parties meeting, which will be conducted virtually on Microsoft Teams. The meeting is scheduled for July 15, 2020, at 10:00 AM EDT. See link below to log into the meeting.

You're invited to join a Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Manage privacy settings in Meeting options

Regards,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N642-ES
Indianapolis, IN 46204
Office: (317) 232-5215
Email: mkennedy@indot.in.gov

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental

From:	Leah Konicki
To:	"jisenburg@hwcengineering.com"; "jlukac@hwcengineering.com"; "lsipe@hwcengineering.com"; Harry Nikides; "stbenczik@indot.in.gov"; "mkennedy@indot.in.gov"; "kvincent@indot.in.gov"; "JHockaday@indot.IN.gov"; "gklevitsky@indot.in.gov"; "mapittman@indot.in.gov"; "knethercutt@indot.in.gov"; "DKauffmann@dnr.IN.gov"; "K.CarmanyGeorge@dot.gov"; "tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "tkleckner@indianalandmarks.org"; "eeckardt@indianalandmarks.org"; "indianabridges@sbcglobal.net"; "bmaxwell62@gmail.com"
Subject:	RE: FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana.
Date:	Tuesday, July 14, 2020 1:35:05 PM
Attachments:	SR75MiddleForkWildcatCrk_Des1703010_CPMtg_Info_2020-07-14.pdf

All,

Attached please find the agenda and background information for tomorrow's meeting on the SR 75 over Middle Fork of Wildcat Creek Bridge Project (Des. No. 1703010). Please let me know if you need the calendar invite re-sent. The meeting is scheduled for July 15, 2020, 10:00 a.m. Eastern time via Microsoft Teams.

You're invited to join a Microsoft Teams meeting

Join on your computer or mobile app
Click here to join the meeting

Manage privacy settings in Meeting options

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

From: Leah Konicki
Sent: Tuesday, June 23, 2020 4:06 PM
To: 'jisenburg@hwcengineering.com' <jisenburg@hwcengineering.com>; 'jlukac@hwcengineering.com' <jlukac@hwcengineering.com>; 'lsipe@hwcengineering.com' <lsipe@hwcengineering.com>; Leah Konicki <lkonicki@ascgroup.net>; Harry Nikides <hNikides@ascgroup.net>; 'stbenczik@indot.in.gov' <stbenczik@indot.in.gov>; 'mkennedy@indot.in.gov' <mkennedy@indot.in.gov>; 'kvincent@indot.in.gov' <kvincent@indot.in.gov>; 'JHockaday@indot.IN.gov' <JHockaday@indot.IN.gov>; 'gklevitsky@indot.in.gov' <gklevitsky@indot.in.gov>; 'mapittman@indot.in.gov' <mapittman@indot.in.gov>; 'knethercutt@indot.in.gov' <knethercutt@indot.in.gov>; 'DKauffmann@dnr.IN.gov' <DKauffmann@dnr.IN.gov>; 'K.CarmanyGeorge@dot.gov' <K.CarmanyGeorge@dot.gov>; 'tstroshine@tippecanoe.in.gov' <tstroshine@tippecanoe.in.gov>;

From:	Leah Konicki
To:	"stbenczik@indot.in.gov"; "Hockaday, Jacqueline R"; "knethercutt@indot.in.gov"; "kvincent@indot.in.gov"; "gklevitsky@indot.in.gov"; "Kennedy, Mary"; "indianabridges@sbcglobal.net"; "k.carmanygeorge@dot.gov"; Kauffmann, Danielle M; "eeckardt@indianalandmarks.org"; "bmaxwell62@gmail.com"; "tstroshine@tippecanoe.in.gov"; "Carroll County Area Plan"
Cc:	Jacob Isenburg; Harry Nikides
Subject:	SR 75 over Middle-Fork Wildcat Creek, Carroll County, Indiana, Des. No. 1703010 Consulting Parties Meeting Summary
Date:	Monday, July 27, 2020 9:45:56 AM

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.

As part of Section 106 of the National Historic Preservation Act, a summary of the Consulting Party Meeting held on July 15, 2020 has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Kari Carmany-George at FHWA at k.carmanygeorge@dot.gov.

Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

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From:	Kennedy, Mary
To:	Diane Hunter; Michael LaRonge; Tommy Kleckner
Cc:	Miller, Shaun (INDOT); Allen, Michelle (FHWA); Leah Konicki
Subject:	SR 75 over Middle-Fork Wildcat Creek, Carroll County, Indiana, Des. No. 1703010 Consulting Parties Meeting Summary
Date:	Monday, July 27, 2020 12:55:18 PM
Attachments:	image002.png image003.png image004.png image006.png

Des. No 1703010

Project Description: Bridge Project

Location: SR 75 Middle Fork of Wildcat Creek, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010) in Democrat Township, Carroll County, Indiana.

As part of Section 106 of the National Historic Preservation Act, a summary of the Consulting Party Meeting held on July 15, 2020 has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

Office: (317) 232-5215

Email: mkennedy@indot.in.gov

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

Consulting Party Meeting via Microsoft Teams
Meeting Summary
July 15, 2020 at 10:00 AM EDT
Des. No. 1703010
SR 75 over Middle-Fork Wildcat Creek, Carroll County, Indiana
Bridge No. 075-08-03486 (NBI No. 024960)

Those in attendance:
Indiana Department of Transportation (INDOT):
Steve Benczik, LaPorte District
Jackie Hockaday, LaPorte District
Kelly Nethercutt, LaPorte District
Karla Vincent, LaPorte District
Greg Klevitsky, Central Office
Mary Kennedy, Central Office
Indiana Historic Spans Task Force: Paul Brandenburg,
Federal Highway administration (FHWA): Kari Carmony-George
HWC Engineering (HWC): Jacob Isenburg
Indiana Department of Natural Resources-Division of Historic Preservation & Archaeology/State Historic Preservation Office (INDR-DHPA/SHPO): Danielle Kaufman
ASC Group: Leah Konicki

The following have accepted Consulting Party status but were not in attendance:
Indiana Landmarks Western Regional Office: Emily Eckardt:
Heartland Heritage, Inc.: Bonnie Maxwell
Area Plan Commission of Tippecanoe County: Tim Stroshine
Carroll County Area Plan Commission: Kamron Yates
Miami Tribe of Oklahoma
Forest County Potawatomi Community

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1) Brief Overview of Section 106/Historic Bridge PA (INDOT-CO and FHWA)

Mary Kennedy of INDOT-CO reviewed the Section 106 Consultation Process and the Historic Bridge Programmatic Agreement (HBPA), as outlined on the attached PowerPoint presentation.

The SR 75 Bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486; NBI No. 024960) is considered historic (eligible for listing in the National Register of Historic Places [NRHP]) and Select because it is an unreinforced concrete arch bridge built in 1942. It was built by the Indiana State Highway Commission (ISHC), during World War II, when there was a shortage of structural steel (rebar).

Where are we in the process?

- Early coordination letter sent February 25, 2020

- Consulting parties:
  - SHPO
  - Area Plan Commission of Tippecanoe County
  - Carroll County Area Plan Commission
  - Indiana Landmarks, Western Regional Office
  - Indiana Historic Spans Task Force
  - Heartland Heritage, Inc.
  - Miami Tribe of Oklahoma
  - Forest County Potawatomi Community
- Historic Property Report sent April 24, 2020
  - Bridge No. 075-08-03486 is only historic property in APE
- Archaeological Report sent May 12, 2020
  - No archaeological sites in APE are eligible for NRHP
  - Step 3: Historic Bridge Alternatives Analysis – Ongoing

2) Brief Overview of Project and Bridge Condition (HWC and INDOT-District)

Jacob Isenburg with HWC reviewed the existing conditions of the bridge, which are outlined in the attached document entitled "1703010 CP Meeting Information 7_14_2020," which was distributed to all meeting participants in advance of the meeting. Bridge conditions are described on pages 2 and 3 of the attached, and are illustrated in photographs included in the attachment.

3) Explanation of Purpose & Need (HWC)

The need for this project is due to the deteriorated condition of the structure including scour issues. The superstructure is rated a 5 (out of 9 possible; fair) and substructure is rated a 6 (out of 9 possible; satisfactory). There is cracking, efflorescence, and spalling throughout the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. The scour at the bridge is rated 5 (fair), which corresponds to the scour within the limits of the bridge footing. A scour hole is located in the northeast corner exposing the foundation.

Secondary concerns include the clear roadway width across the bridge being narrower than the approaching clear roadway width, and the bridge railing not meeting current safety standards. The bridge rail is not a standard crash-tested configuration and has heavy cracking and spalling.

The purpose of this project is to address items below as follows:

Primary Project Goals			
Item	**Existing Condition**	**Goal Condition***	**Reference**
Superstructure Condition Rating	5 out of 9 (Fair)	≥ 7 out of 9 (Good)	FHWA-PD-96-001

Substructure Condition Rating	6 out of 9 (Satisfactory)	≥ 7 out of 9 (Good)	FHWA-PD-96-001
Scour	5 out of 9 (Scour within limits of footing or piles)	≥ 7 out of 9 (Scour countermeasures installed)	FHWA-PD-96-001
Secondary Project Goals			
Roadway Width	28 FT	30 FT	IDM Figure 55-3B
Bridge Railing	Unreinforced Concrete Rail	≥ Test Level 3	IDM 404-4.0

*The descriptions of the condition ratings are taken from the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* produced by the FHWA and are noted in parentheses in the table above.

4) Draft Historic Bridge Alternatives Analysis

Jacob Isenburg summarized the alternatives under development and indicated that the project team is seeking consulting parties' input on several alternatives specifically, which are Alternatives B1, B2, and D, as discussed below.

Alternative B1: Rehab for Continued Vehicular Use Meeting Secretary of the Interior's Standards for Rehabilitation
Under this alternative, the proposed work would remove and replace the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls (inside and out) would be included in the work while preserving architectural details of the bridge. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching at any areas required to restore the railing to its original shape. More detail on this alternative is included on page 4 of the attached Meeting Information document.

Alternative B2: Rehab for Continued Vehicular Use NOT Meeting Secretary of the Interior's Standards for Rehabilitation
Under this alternative, the proposed work would remove and replace the asphalt roadway and arch fill down to the existing unreinforced concrete arch. The outer 1/3rd segments of existing concrete arch ring and the spandrel walls and railings would be removed and replaced with reinforced concrete. All new reinforced concrete would be made to match the existing architectural styles of the bridge. The bridge railings would mimic the existing railing appearance, but be reduced in overall width. More detail on this alternative is included on page 5 of the attached Meeting Information document.

Alternative D: Rehab for preservation and new Bypass Structure
This alternative consists of building a new bridge to bypass the existing historic structure. The existing bridge would remain in place due to its status as a Select-Historic bridge. The new, bypass bridge would be offset from the existing bridge to not impact the existing arch or its

foundations. A parking area and historical marker could be incorporated at the south end of the existing bridge for public access to the historic bridge. More detail on this alternative is included on page 5 of the attached Meeting Information document.

5) Questions/Discussion (Consulting Parties)

The floor was opened for questions and discussion.

Two questions that have previously come up regarding alternative B-2 are:

1. Does the use of rebar in replaced concrete portions impact historic character?
2. Does the use of a concrete roadway surface versus asphalt impact historic character?

Paul Brandenburg of the Indiana Historic Spans Task Forced asked if the original roadway surface was asphalt or concrete. Jacob Isenburg of HWC responded that, according to the 1942 original plans (a copy of which are included in the attachment), the original surface was stone, but has since been resurfaced with asphalt.

Jacob Isenburg requested input from the consulting parties on the use of reinforced concrete and how it impacts the historic nature of the bridge, since it is one of only two examples of an unreinforced concrete bridge remaining in Indiana.

Paul Brandenburg stated that part of the reason the bridge was determined Select as part of the Indiana Historic Bridge Inventory process was because of its unique construction of unreinforced concrete. He went on to state that using reinforced concrete to repair the bridge as proposed under Alternative B1 would change the historic nature of the structure, even though it would not be visible. Further, the use of unreinforced concrete in the repair of the bridge would likely result in a finding of adverse effect to the bridge.

Mary Kennedy observed that there seems to be a trade-off between reconstructing the bridge to keep it in vehicular use, which would cause a loss of the engineering perspective; or, alternatively, retaining the engineering perspective by creating a by-pass, as suggested in Alternative D. Ms. Kennedy stated that Carroll County has a very active historic bridge program, and promotes their historic bridges with tours and brochures. Because of the interest in historic bridges in Carroll County, if the by-pass route is chosen, there is already a framework for promotion and advocacy in place.

A question was raised regarding Alternative D: if the bridge were to be by-passed, and the overlook cul-de-sac area created, had any consideration been given to access to the creek? Carroll County has expressed considerable interest in having accessibility to the Wildcat; if this section of the Wildcat is used for recreational purposes, has any consideration been given for the bypass parking area to provide access to the Creek so that somebody could put in a canoe or kayak. Carroll County would have to be consulted about whether there is any interest in that, if it is a possibility with this by-pass.

Steve Benczik from the LaPorte District Office of INDOT agreed with asking Carroll County about interest in creek access. He added that, because it is the non-reinforced arch of the bridge that is significant, providing access to the stream could also provide access to the lower part of the structure. Mr. Benczik went on to say that the access could be incorporated into the design now, or, alternatively, Carroll County could add something later if they wanted to. He suggested making it so the configuration of the cul-de-sac, perhaps even removing a portion of the guardrail and modifying it, could accommodate a path or boat launch in the future as part of a county or DNR-type project.

Paul Brandenburg agreed with the concept of including a pathway down so someone can see the archway on Alternative D. Mr. Brandenburg volunteered to contact Carroll County informally. Steve Benczik asked if Paul Brandenburg could, in communicating with Carroll County, include Jackie Hockaday, the INDOT PM on emails or provide her with synopses of conversations. That way, she can make sure any relevant information is part of INDOT's permanent record so it can be considered.

Danielle Kauffman of IDNR-DHPA concurred that the arch is the key component of the bridge in terms of its significance. She will discuss the bridge and its potential NRHP eligibility with the Survey & Registration Department.

Paul Brandenburg asked which of the primary and secondary goals under the Purpose and Needs would not be met under Alternative B1 (assuming all of the goals are met by Alternative B2). Jacob Isenburg stated that the secondary goals would not be met in B1. In addition, he went on to state that the engineers have an added concern with B1 that the patching of the structure will not 25 years, which is the time frame required for a rehabilitation project per the HBPA. Some of the patches on the railing today are not lasting, and so it is a concern that the bridge would return to the same condition rating it has now in 10 or 15 years.

An additional question arose about the bridge railing and whether any thought had been given to replicating the railing in kind to create a crash test rated bridge as has been done in another location, and is there a way to get the railings to the crash test rating 3 under Alternative B1. Paul Brandenburg went on to state that the archway is the most critical part of the bridge that is unreinforced. It would probably be an adverse impact to have rebar in the railing, but that may be an option if that's what it takes to rehabilitate this bridge to retain the original character. He went on to ask if Alternative B1 is even a feasible option.

Jacob Isenburg stated that there is a question whether Alternative B1 will provide the design life needed. Alternatives Analysis typically target a 25-year window; in cases of bridges that are not historic, then normally the goal is to try to make bridges last 75 to 100 years. Alternative B1 may not allow the bridge to last 25 years in its current condition and remaining under traffic.

Mary Kennedy noted that all of this discussion will be included in the alternatives analysis document (HBAA), which will be distributed to consulting parties for review; consulting parties will have 30 days to review the Historic Bridge Alternatives Analysis. To complete the HBAA, it was determined that input from consulting parties was needed to evaluate alternatives. The HBAA will discuss alternatives that are being dismissed and the reasons for it.

Steve Benczik stated that he believes that, since there have been no crashes at this bridge, it may be possible to get a design exception for a narrower roadway although the traffic engineer would have to be involved in that decision.

Greg Klevitsky, INDOT Central Office, raised the issue of recreating the bridge, and that Alternative may raise questions about the substandard width of the existing bridge. He went on to state that replacing the railing will make it easier to increase the width. Steve Benczik asked if the railings are replaced to widen the bridge, would that require modification of the arch?

Greg Klevitsky stated that if it replaces the copings, yes it would require basically replicating the structure with the coping rings at a new location a little bit wider. Unless we're keeping it the same and gaining the extra width by modifying the railing.

Steve Benczik noted if we replace the unreinforced copings in the railing then it would almost have to stay the same situation. If we replace the railings with reinforced railings we could probably widen the bridge somewhat. You might be able to narrow up the railing and put reinforcing in if that is something that's allowable. If we rebuild it, we really have to consider widening it, but if we don't rebuild, a design exception might be obtainable for the narrower roadway, but that's up to the INDOT traffic engineer.

Greg Klevitsky noted the more bridge pieces that are replaced (versus repaired) the harder to explain why we're not upgrading the bridge geometry. As far as widening, it's not only the arch rings involved, but also the foundations the wing walls. Everything is possible but with extra effort and extra cost.

Jacob Isenburg added regarding the use of rebar in the bridge railing in alternate B1, it can be done. However, one of the things to meet the bridge railing test level is that it has to be anchored to something so adding rebar to the bridge railings would kind of cascade in terms of design and design calculations into the spandrel wall and so forth. The various bridge components will need to be checked so that it cannot fail, not just the bridge railing. There's a fine line between where you stop and start in terms of removing and replacing parts of the bridge to make the railing compliant.

Paul Brandenburg asked does that mean the spandrel (wall) would have to be cored just to test it?

Jacob Isenburg noted that it could be cored to verify its concrete strength. Unreinforced concrete doesn't do very well in tension in design calculations. Where the spandrel walls tie into the arch ring on both sides looking at the underside, there is a very pronounced crack on both sides that follows the joint of the spandrel wall tying into the arch ring. The earthen fill is causing a lateral force and transferring that into the arch ring which is causing a moment (bending force) in the arch ring which is unreinforced, thus causing tension on the concrete. In addition, water from the roadway is coming through cracks which contribute to the deterioration. Traffic on the bridge also increases the load effects caused by the lateral earth pressure.

Jacob Isenburg summarized that making the bridge railings meet level 3 under alternative B1 can turn into a cascade effect that might lead into what is proposed for alternate B2.

Mary Kennedy asked if, under Alternative D, greater longevity be provided because there will no longer be traffic on the bridge. Jacob Isenburg stated that yes, by removing traffic, the force effects are reduced and we can anticipate repairs to last longer.

Mary Kennedy stated that in the HBAA, for each alternative, the longevity of each alternative should be discussed because it wouldn't make sense to build the bypass if the bridge wouldn't remain in situ longer than 10 years.

Steve Benczik stated that it seems unlikely that by not doing any reinforcing and just patching it in place to preserve it as best we can without major repairs for continued vehicular use, that the bridge would last 25 years. The original thought was to construct the bypass, preserve the bridge, and keep traffic and salt off of it, so that way people can enjoy the bridge. For new bridges, the goal is to create structures that will last for 100+ years. Since Alternative B2 costs about $870,000 and it changes the original construction method, the thought was that by constructing a bypass and preserving the existing historic bridge, it would be a much better long-term alternative He went on to state that from INDOT's standpoint and from an asset management standpoint, the preference would be to retain the historic bridge and build a bypass.

Paul Brandenburg asked if Alternative B2 has the same longevity concerns as Alternative B1. Steve Benczik stated that he thought if you replace the majority of the concrete on this bridge and put in reinforcing, the result would be a 50-year life span for this bridge. Jacob Isenburg agreed with this assessment, as did Greg Klevitsky.

Paul Brandenburg asked if that information would be included in the next version of the report, as it sounds like from an INDOT perspective, bypassing the bridge is the preferred scenario. He restated that Carroll County should be consulted with.

Steve Benczik thanked Paul Brandenburg for his input, because the bridge is important and the goal is to preserve it. Paul Brandenburg reiterated that Carroll County is a pretty good place to

see historic bridges. He suggested that INDOT should contact Carroll County as well. He stated that, when he contacts the county, he will include INDOT in any responses and discussions.

Another point is the interpretative aspect to this, as the bridge was built in 1942 in the midst of World War II and there's a reason why this bridge was built the way it was without reinforced concrete. There should be a plaque or some sort of exhibit included as part of the project.

6) Review and Conclusion

In closing the meeting, Mary Kennedy advised participants that a meeting summary will be distributed and any responses you want to provide to that summary will be welcome. She thanked everyone for their participation. Paul Brandenburg asked if the recording of the meeting could be shared with participants in addition to the written summary.

Site Visit to the bridge (on your own before or after meeting; in-person or virtually: https://www.google.com/maps/@40.4408729,-86.5250105,3a,75y,177.92h,74.47t/data=!3m6!1e1!3m4!1sALIrzeTDd5MxxbRN-Wg4Sg!2e0!7i13312!8i6656)

This is our understanding of the items presented for discussion. Please inform HWC and ASC in writing of any corrections/additions to the summary. If no written comments are received within seven (7) days of receipt of this summary, it will be considered finalized as written.

A recording of the meeting is available at: https://remote.ascgroup.net/RDWeb/Pages/CPMtg.mp4

What is Section 106?

National Historic Preservation Act (1966):

- Federal agencies are to take into account the effects of their undertaking on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP)

- Afford the Advisory Council on Historic Preservation (ACHP) the opportunity to consult (www. achp.gov)

Section 106 Process: Steps

- Establish that there is an undertaking…
- Step 1: Initiate consultation
- Step 2: Identify historic properties
- Step 3: Assess effects of the undertaking on historic properties
- Step 4: Resolve any adverse effects

Indiana's Historic Bridges Programmatic Agreement

- Streamlined Section 106 process for historic bridges
- Agreement executed in 2006: FHWA, INDOT, ACHP, Indiana State Historic Preservation Officer (SHPO)
- 2010 – list of historic bridges in Indiana built prior to 1965
- All bridges eligible for or listed in NRHP categorized as Select or Non-Select
- Select: Most suitable for preservation and excellent examples of a given type of historic bridge
- Non-Select: Not considered excellent examples of a given type of historic bridge or are not suitable candidates for preservation
- FHWA will not participate in a project that would result in the demolition of a Select Bridge

Indiana's Historic Bridges Programmatic Agreement

- Streamlines steps 2-4 of the Section 106 process
- Historic bridges have already been identified
- Assessment of effects on the bridges themselves is not necessary under the HBPA
- Standard treatment for either rehabilitation or replacement is required after a preferred alternative has been selected, based on an in-depth alternative analysis
- Mitigation is streamlined as the HBPA outlines marketing of Non-Select Bridges that may be replaced, and photo-documentation of bridges as the only mitigation measures that are required.

SR 75 over Middle-Fork Wildcat Creek

- Bridge No. 075-08-03486 (NBI No. 024960)
- Built in 1942 by the Indiana State Highway Commission (ISHC)
- Constructed without the use of structural steel (rebar) due to a shortage of steel during World War II
- Select Bridge



SR 75 over Middle-Fork Wildcat Creek

Where are we in the process?

- Step 1: Initiate consultation 
  - Early coordination letter sent February 25, 2020
  - Consulting parties:
    - SHPO
    - Area Plan Commission of Tippecanoe County
    - Carroll County Area Plan Commission
    - Indiana Landmarks, Western Regional Office
    - Indiana Historic Spans Task Force
    - Heartland Heritage, Inc.
    - Miami Tribe of Oklahoma
    - Forest County Potawatomi Community

SR 75 over Middle-Fork Wildcat Creek

Where are we in the process?

- Step 2: Identify historic properties 
- Historic Property Report sent April 24, 2020
  - Bridge No. 075-08-03486 is only historic property in APE
- Archaeological Report sent May 12, 2020
  - No archaeological sites in APE are eligible for NRHP

- Step 3: Historic Bridge Alternatives Analysis – Ongoing

Draft Agenda
Consulting Party Meeting via Microsoft Teams
July 15, 2020 at 10:00 AM EDT
Des. No. 1703010
SR 75 over Middle-Fork Wildcat Creek, Carroll County, Indiana
Bridge No. 075-08-03486 (NBI No. 024960)

---

1) Introductions (ASC)

2) Brief Overview of Section 106/Historic Bridge PA (INDOT-CRO and FHWA)

3) Brief Overview of Project and Bridge Condition (HWC and INDOT-District)

4) Explanation of Purpose & Need and Draft Historic Bridge Alternatives Analysis (HWC)

5) Questions/Discussion (Consulting Parties)

6) Review and Conclusion (ASC)

7) Site Visit to the bridge (on your own before or after meeting; in-person or virtually: https://www.google.com/maps/@40.4408729,-86.5250105,3a,75y,177.92h,74.47t/data=!3m6!1e1!3m4!1sALIrzeTDd5MxxbRN-Wg4Sg!2e0!7i13312!8i6656)

7/14/2020

Des. 1703010 – SR 75 over Middle Fork Wildcat Creek

Draft Purpose, Need, & Goals

The need for this project is due to the deteriorated condition of the structure including scour issues. The superstructure is rated a 5 (out of 9 possible; fair) and substructure is rated a 6 (out of 9 possible; satisfactory). There is cracking, efflorescence, and spalling throughout the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. The scour at the bridge is rated 5 (fair), which corresponds to the scour within the limits of the bridge footing. A scour hole is located in the northeast corner exposing the foundation.

Secondary concerns include the clear roadway width across the bridge being narrower than the approaching clear roadway width, and the bridge railing not meeting current safety standards. The bridge rail is not a standard crash-tested configuration and has heavy cracking and spalling.

The purpose of this project is to address items below as follows:

Primary Project Goals			
Item	**Existing Condition**	**Goal Condition***	**Reference**
Superstructure Condition Rating	5 out of 9 (Fair)	≥ 7 out of 9 (Good)	FHWA-PD-96-001
Substructure Condition Rating	6 out of 9 (Satisfactory)	≥ 7 out of 9 (Good)	FHWA-PD-96-001
Scour	5 out of 9 (Scour within limits of footing or piles)	≥ 7 out of 9 (Scour countermeasures installed)	FHWA-PD-96-001
Secondary Project Goals			
Roadway Width	28 FT	30 FT	IDM Figure 55-3B
Bridge Railing	Unreinforced Concrete Rail	≥ Test Level 3	IDM 404-4.0

*The descriptions of the condition ratings are taken from the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* produced by the FHWA and are noted in parentheses in the table above.

HWC ENGINEERING

Des. 1703010

Consulting Parties Meeting Information

Date: 7/14/2020

Existing Structure Data

A. Identification/History

Bridge No.: 075-08-03486
Project Location: State Road 75 over Middle-Fork Wildcat Creek, Carroll County, LaPorte District [See Maps attachment]
Designation No.: 1703010
Year Built: 1942
Years Repaired: N/A
Most Recent Field Inspection Date: 11/08/2019 (INDOT Biennial Inspection)
Average Daily Traffic (ADT)/Year of ADT: 2,329 VPD / 2017 [See Attachment]
Percentage of Commercial Vehicles: 5%
Low Volume Road?: No
Functional Classification: Rural Major Collector
Detour Length: 11 Miles
Load Rating: HS-20 Inventory Rating = 99 Tons (RF 5.61)
Sufficiency Rating: 73.8
National Register of Historic Places Status: Eligible
Historic Bridge Prioritization Status: Select
Historic Character Defining Features: This bridge is an unreinforced, concrete arch built in 1942. According to the Indiana Historic Bridge Inventory, this bridge was "*Constructed during World War II by Indiana State Highway Commission (ISHC), eliminating the use of structural steel due to shortage during the war.*" It is one of only two such ISHC-built examples still extant.

B. Structure/Dimensions

Surface Type: Asphalt roadway over fill
Out to Out of Copings: 34'-6"
Out to Out of Bridge Floor:73'-0"
Clear Roadway Width: 28'-0"
Number of Lanes on Structure: 2 Lanes
Skew: 15°
Type of Superstructure: Unreinforced Concrete Arch
Spans: Single Span (65'-0")
Type of Substructure/Foundation: Concrete Footings on Piles
Seismic Zone: Zone 1
[Original Plans included in Attachments]

C. Appurtenances

Clear Roadway Width: 34'-0" (distance between guardrail faces)
Approach Roadway Pavement Width: 28'-0" (Paved Width)

Surface Type: Asphalt
Guardrail: W-Beam Guardrail
NE Quadrant: 452'±
NW Quadrant: 226'±
SE Quadrant: 678'±
SW Quadrant: 528'±
Guardrail End Treatment: OS End Treatments

I. Existing Conditions [See Photos Attachment]

A. Bridge Deck

There is no deck on this structure. The arch is under fill with an asphalt roadway.

B. Superstructure

The superstructure is in fair condition (rating 5 out of 9, Biennial Inspection Report). The arch spandrel walls have widespread cracking with leaching. The arch ring is divided into thirds longitudinally by construction joints that were used during original construction. There is a longitudinal crack present on the underside of each outer third arch rib section at midspan. The location of the crack closely coincides with the location of the spandrel wall connection into the arch ring. The center third portion of the arch ring is in satisfactory to good condition. The railing on both sides of the bridge has widespread spalling, delamination, and cracking. Photos 9-10, 13-16 show the existing superstructure with condition descriptions.

Concrete cores were taken in the outer thirds of the arch ring at 3 different points in each third for a total of 6 samples. The samples were tested for compressive strength to verify the load rating calculations and chloride ion content. The compressive strength test results ranged from 5,580 to 8,550 psi strength. These strengths exceed the 2,500 psi strength used in the load rating. The chloride content tests ranged from 0.001% to 0.044% chloride by weight. The INDOT Design Manual (Chapter 72-2.02[05]) identifies a threshold value of approximately 0.04% as potential for corrosion to occur in reinforcement. This is significant if any future repairs to the bridge that are to anchor reinforcement into the existing bridge. [See Bridge Core Report and Asbestos Survey Attachments]

There are roadway deck drains on the existing structure at midspan. There is one on each side of the bridge and the openings are partially covered by the current asphalt surface and blocked by debris during a site visit. The bridge plans from 1942 show the drains as 6" vitrified clay (VC) pipe that run through the concrete arch and outlet through the apex of the arch.

C. Substructures and Foundations

The substructure and foundation are in satisfactory condition (rating 6 out of 9, Biennial Inspection Report). There is minor cracking and spalling at the concrete footings. The wingwalls have very minor cracking with some leaching present. The scour at the bridge is rated a 5 out of 9 which corresponds to the scour within the limits of the bridge footing. A scour depression is noted at the north footing and can be seen in Photos 14, 15.

D. Approaches
The bridge approaches are in good condition. The alignment requires no speed reduction although the clear roadway width (width from guardrail to guardrail) narrows at the bridge. The guardrail and transitions have been updated to meet past standards and current length of need. The concrete bridge railing does not meet current crash standards. Bridge end markers are in place and there are no apparent deficiencies with the asphalt roadway. The property to the immediate northwest of the bridge has two gravel driveways approximately 120' north of the bridge.

E. Slopewalls
There are no slopewalls at this structure.

F. Level 1 criteria
The criteria for this bridge will be in accordance with 3R standards per Indiana Design Manual figure 412-2A because the AADT is above 400 vpd. The design year AADT is 2,471 vpd in 2043 per the INDOT traffic forecast report. Therefore, IDM Figure 55-3B would apply for this project's design criteria. The following table summarizes some Level 1 criteria and the existing bridge conditions:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Bridge Condition
Travel Lane	IDM Figure 55-3B	12 ft*	12 ft
Usable Shoulder on Bridge	IDM Figure 55-3B	3 ft	2 ft
Paved Shoulder	IDM Figure 55-3B	2 ft	2 ft
Clear Bridge Width	IDM Figure 55-3B, Note 11**	28 ft	28 ft
Bridge Railing Performance	IDM 404-4.0	TL-3	Unreinforced Concrete Rail

*A 11 ft travel lane width is the minimum per the Table. However, 12 ft would be the minimum criteria because 12 ft is the existing condition for SR 75 and the travel lane width would not be narrowed for a short distance.
**Per note 11 on IDM Figure 55-3B, "Clear width will be at least equal to the approach traveled way width or the value, whichever is greater." The existing approach traveled roadway width (paved width) is 28'-0", which would then be the requirement for the bridge clear roadway. Therefore, leaving the existing historic bridge in place will not require a Level 1 design exception for bridge clear-roadway width.

G. Crash Data
Crash Data was received for SR 75. There are two accidents within a ½ mile radius of the bridge site. A review of the notes does not indicate the roadway configuration of SR 75 or

the bridge are contributing factors to the two crashes. The crash information is in the Attachments.

H. Hydraulics & Scour

The existing bridge hydraulics were preliminarily checked and found the existing bridge is has approximately 1.14 feet of backwater. Scour countermeasures are needed to correct an existing scour hole and further protection.

I. Wetlands & Environmental

A wetland survey and waters of the US Report are planned but not currently ready. The wetlands mapper available through US Fish and Wildlife website shows there are potential wetlands to the east of the bridge site. Refer to Maps Attachment

An asbestos survey has been completed and did not find asbestos materials [Attached].

II. Draft Purpose, Need, & Goals

[See separate draft P&N file]

III. Alternatives Discussion

Alternative A: Do Nothing/No Build

Alternative B1: Rehab for Continued Vehicular Use Meeting SOI's Standards for Rehabilitation

Draft scope of construction work for this alternative is as follows:

The proposed work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls (inside and out) would be included in the work while preserving architectural details of the bridge. Cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching at any areas required to restore the railing to its original shape. Underdrains in the bottom of the arch fill would be installed and directed to the existing abutment drains, which will be cleaned and repaired as necessary. If the abutment drains have collapsed, a new pipe will be installed through the arch and concrete patched as necessary. Metal castings will be added to the arch drains at the roadway surface to facilitate maintenance. The scour hole at the north abutment will be filled in and protected with riprap along with the existing stream banks. Riprap will be placed around each abutment for protection.

Typical Section Figure included

Alternative B2: Rehab for Continued Vehicular Use NOT Meeting SOI's Standards for Rehabilitation

Draft scope of construction work for this alternative is as follows:

The proposed work for this alternative removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. The outer 1/3rd segments of existing concrete arch ring and the spandrel walls and railings would be removed and replaced with reinforced concrete. All new reinforced concrete would be made to match the existing architectural styles of the bridge. The bridge railings would mimic the existing railing appearance, but be reduced in overall width. Concrete patching and epoxy crack injection would be completed to the remaining middle arch segment and wingwalls. Waterproofing will be applied to the inside of the new and existing arch ring and spandrel walls. Underdrains in the bottom of the arch fill would be installed and directed to the existing abutment drains, which will be cleaned and repaired as necessary. If the abutment drains have collapsed, a new pipe will be installed through the arch and concrete patched as necessary. The roadway deck drains on the existing structure are in the outer 1/3rd segments and would be replaced with metal castings with cast iron pipe located at the apex of the arch on each side of the bridge. The scour hole at the north abutment will be filled in and protected with riprap along with the existing stream banks. Riprap will be placed around each abutment for protection.

Typical Section Figure included

Questions regarding this alternative:

1. Does the use of rebar in replaced concrete portions impact historic character?
2. Does the use of a concrete roadway surface versus asphalt impact historic character?

Alternative C: Rehab for Continued Vehicular Use Meeting SOI's standards as a 1-way bridge pair

The existing bridge carries two lanes of traffic and there are no plans to widen SR 75.

Alternative D: Rehab for preservation and new Bypass Structure

Draft scope of construction work for this alternative is as follows:

This alternative consists of building a new bridge to bypass the existing historic structure. The existing bridge would remain in place due to its status as a Select-Historic bridge. The new, bypass bridge would be offset from the existing bridge to not impact the existing arch or its foundations.

The proposed work on the existing bridge includes removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Any cracks in the concrete would be

epoxy injected along with the patching work mentioned. The existing bridge railing would be gently and properly cleaned to preserve the historic and architectural features of the railing with concrete patching at any areas required to restore the railing to its original condition. Drains for the arch fill would be installed with the existing abutment drains repaired. The scour hole at the north abutment will be filled in and protected with riprap along with the existing stream banks. Riprap will be placed around each abutment for protection.

The asphalt roadway over the bridge may or may not be replaced on the existing bridge. A stone surface could be used. All approach guardrail and guardrail transitions would be removed. All existing asphalt would be removed to the north and south to the points where the bypass bridge alignment ties back into the existing pavement.

A parking area and historical marker could be incorporated at the south end of the existing bridge for public access to the historic bridge.

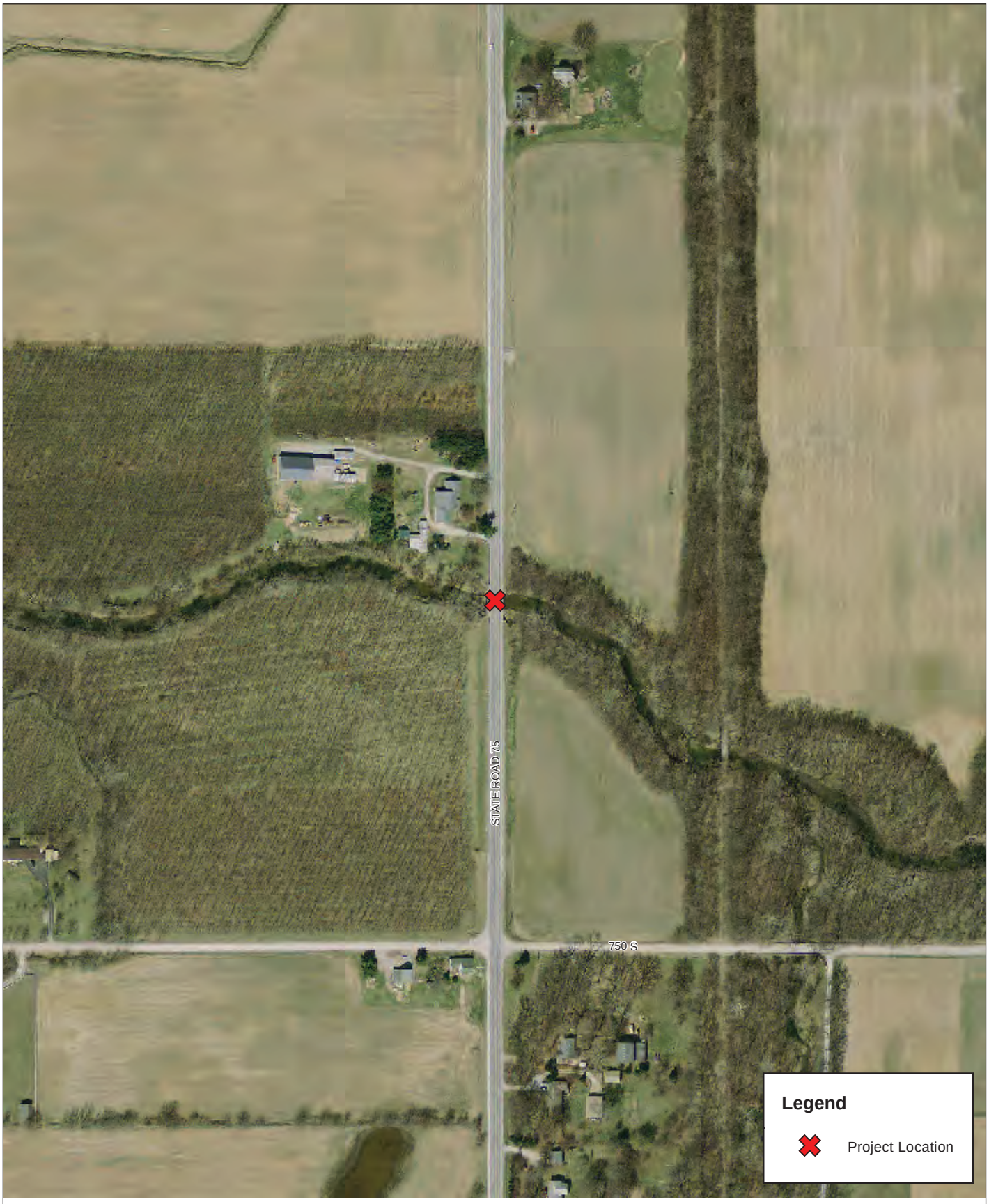
The proposed bypass bridge is anticipated to be a single-span multibeam bridge and feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would meet all INDOT Level 1 criteria and is sized at approximately 80’ long and 33’ wide. The new bridge would be offset from the existing bridge approximately 30’-35’ to avoid impacting the wingwalls of the existing structure. The bypass structure would be set to the east to avoid the residence on the west side of SR 75. A potential wetland located to the east of the bridge would be impacted and may require mitigation.

Layout figure included

Alternative E: Removal and Replacement

Alternative F: Relocation and Replacement

IV. Other Discussion



N

Graphic Scale (Feet)

0 300 600

1 inch = 300 feet

Des. No. 1703010
Aerial Map
Carroll County, Indiana
March 2020

HWC ENGINEERING



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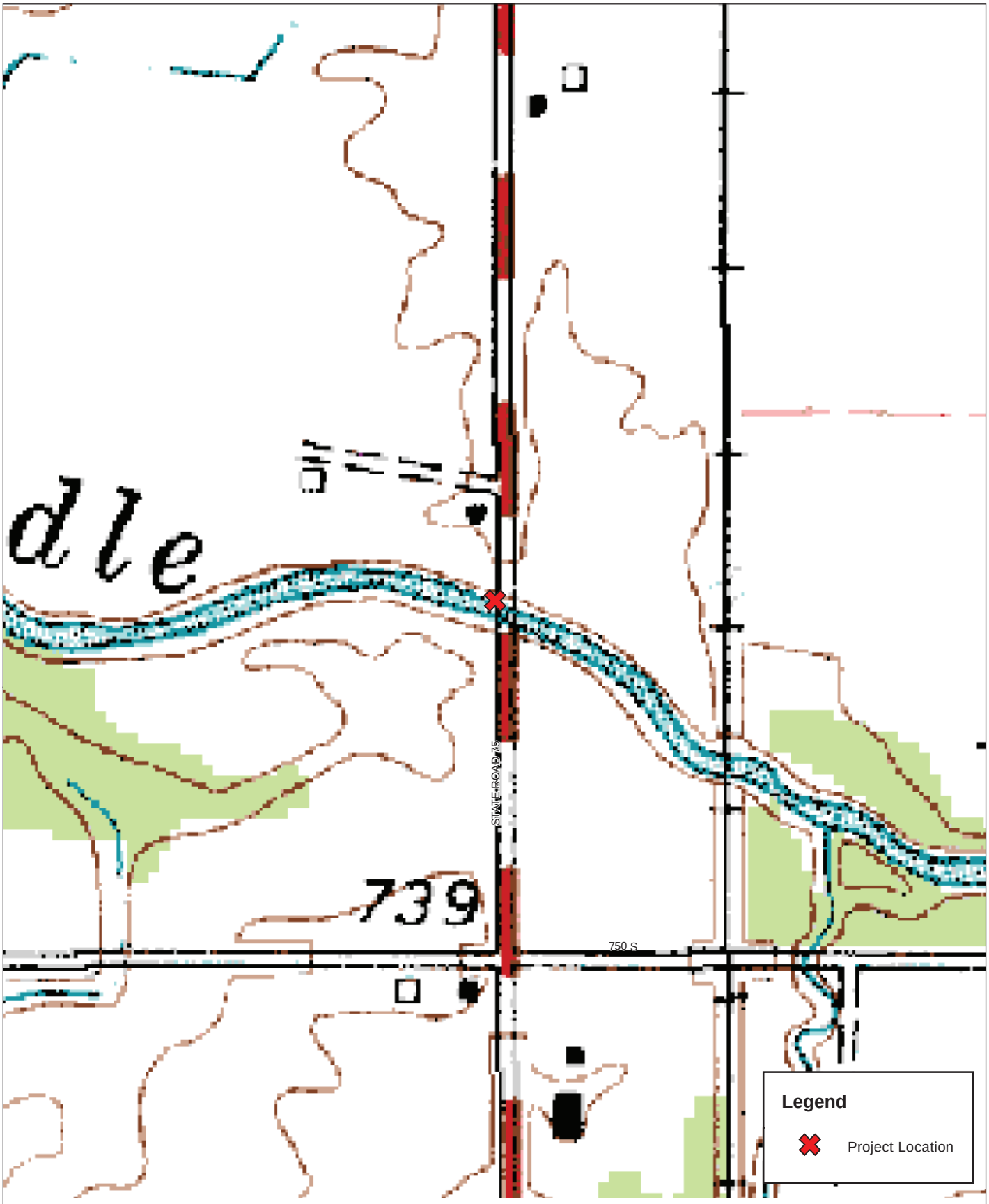
Graphic Scale (Feet)

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1 inch = 300 feet

Des. No. 1703010
Floodplain Map
Carroll County, Indiana
March 2020

HWC ENGINEERING



Graphic Scale (Feet)

0 300 600

1 inch = 300 feet

Des. No. 1703010

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Carroll County, Indiana

March 2020

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Graphic Scale (Feet)

0 300 600

1 inch = 300 feet

Des. No. 1703010

etlands Map

Carroll County, Indiana

March 2020

HWC ENGINEERING



Photo 1: Looking south along SR 75 at bridge



Photo 2: Looking north along SR 75 at bridge

B1 – All photos from 3/11/2020 unless noted otherwise Des. 1703010



Photo 3: Looking southwest from Bridge at southwest quadrant and creek bank



Photo 4: Looking west (Downstream) from bridge at Wildcat Creek



Photo 5: Looking northwest from bridge at northwest quadrant and creek bank



Photo 6: Looking northeast from bridge at northeast quadrant and creek bank



Photo 7: Looking east (upstream) from bridge at Wildcat Creek



Photo 8: Looking southeast from bridge at southeast quadrant and creek bank



Photo 9: Looking southeast at west bridge face. Note cracking and leaching in spandrel wall and arch ring



Photo 10: Looking northwest at east bridge face. Note cracking and leaching in spandrel wall and arch ring



Photo 11: Looking northeast at east bridge rail. Note extensive cracking and spalling.
West bridge rail in similar condition.



Photo 12: Typical condition of the drain at the center of the arch at roadway surface.



Photo 13: Looking southeast at condition of the arch ring. Note spalling, leaching, and large crack in the outer third segments. The location of the large crack closely follows the connection point of existing spandrel wall to arch ring. The arch ring was poured into 3 segments and each segment subdivide into 3 separate pours. The center 3rd portion of the arch ring is in satisfactory to good condition. Locations of the concrete cores are visible. Abutment drain holes are buried below the embankment.



Photo 14: Looking north at north abutment and scour hole. Note condition of outer 3rd arch rings with cracking and leaching. Existing abutment drain holes are visible.



Photo 15: Looking south at south abutment and arch ring



Photo 16: Looking north at back of bridge rail. Note minor cracking in rail back face and spalling of top of spandrel wall.



Photo 17: Typical connection of guardrail transition to bridge railing. Note heavy spalling of bridge rail.



Photo 18: Looking south along SR 75 from the south end of the bridge



Photo 19: Looking North along SR 75 towards bridge from intersection with CR 750 South. Note this point is near the tie-in point for bypass alternatives.



Photo 20: Looking south along SR 75 towards bridge from approximately 850’ north of the bridge. Note this point is near the tie-in point for bypass alternatives.

Plans have been removed as they are no longer applicable to the project

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic

August 13, 2020

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"), on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Agenda for the July 15, 2020 Consulting Parties meeting and subsequent meeting summary for the SR 75 Bridge over Middle Fork Wildcat Creek project (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed your submission which included the agenda and meeting summary for the July 15, 2020 consulting parties meeting for the aforementioned project.

As previously indicated, the SR 75 Bridge over Middle Fork Wildcat Creek (Bridge No. 075-08-03486; NBI No. 024960) is a historic "Select" bridge in the *Indiana Historic Bridge Inventory* constructed c. 1942 in Carroll County.

Regarding the summary from the consulting parties meeting, we have no corrections to add. After speaking with our Survey/Register department, we agree that widening the bridge would drastically change character-defining features that would effectively render it ineligible for listing in the National Register of Historic Places ("NRHP") and would result in an adverse effect. However, the usage of concrete as opposed to asphalt on the roadway surface would not impact its historic character to the same effect as widening since its current condition of asphalt is already a previous replacement material.

We look forward to reviewing the Historic Bridges Alternatives Analysis report which will delve into the alternatives discussed at the Consulting Parties meeting further.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the IDNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

If you have questions regarding our dual review of the aforementioned project, please contact DHPA. Questions about archaeological issues should be directed to Beth McCord at (317) 232-3492 or bmcord@dnr.IN.gov. Questions about historic

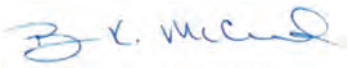
buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at http://erms.indot.in.gov/Section106Documents/. From there, search by this project's designation number: 1703010.

Anyone receiving an e-mailed copy of this letter who does *not* wish to receive future copies of our correspondence about this bridge project is asked to reply to dkauffmann@dnr.IN.gov and so advise us.

In all future correspondence regarding the SR 75 Bridge over Middle Fork Wildcat Creek, Carroll County, Indiana (Des. No. 1703010), please refer to DHPA No. 25096.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Mary Kennedy, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, INDNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, Review Board
Jason Larrison, Review Board
Chandler Lighty, Review Board
Beth K. McCord, INDNR-DHPA, Review Board
Joshua Palmer, AIA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, INDNT and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carrol County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University, Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org

Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, IDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Leah Konicki
To:	"BMccord@dnr.IN.gov"; "tstroshine@tippecanoe.in.gov"; "Carroll County Area Plan"; "Tommy Kleckner"; "indianabridges@sbcglobal.net"; "bmaxwell62@gmail.com"
Cc:	Jacob Isenburg; "Kennedy, Mary"
Subject:	FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana.
Date:	Monday, January 11, 2021 11:47:26 AM

Des. No.: 1703010
Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.
Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

From:	Kennedy, Mary
To:	Diane Hunter; Michael LaRonge
Cc:	Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Leah Konicki
Subject:	FHWA Project: Des. No 1703010; SR 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Ind. - HBAA
Date:	Monday, January 11, 2021 12:56:42 PM
Attachments:	image002.png image003.png image004.png image006.png

Des. No.: 1703010
Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).
Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Bridge Alternatives Analysis (HBAA) has been prepared and is ready for review and comment by consulting parties.

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Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Cell: 317-694-3607*
*Please note new phone number!

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 11, 2021

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County
Des. No. 1703010; DHPA No. 25096

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge project (Des. No. 1703010).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on February 15, 2020. In addition, a letter distributed on April 24, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on May 12, 2020 notified consulting parties that an archaeology report was available for review and comment. A Consulting Party Meeting was held on July 15, 2020, and a summary of that meeting was distributed on July 27, 2020.

The proposed undertaking is located on SR 75, 2.3 miles south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure (≥ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, the bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places. The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

HWC is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Structure No. 075-08-03486 is a Select bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, one (1) resource, the SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures (IHSSI) # 015-553-65048), has previously been determined eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified 2 sites within the project area. As a result of these efforts, sites 12-C-0724 and 12-C-0725 were recommended not eligible for listing in the NRHP and no further work is recommended.

During the July 15, 2020 Consulting Party Meeting, the alternatives under development were summarized and the project team sought consulting parties' input on the rehabilitation options for this Select bridge. This information has been incorporated into the Historic Bridge Alternatives Analysis document.

The Historic Bridge Alternatives Analysis is available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

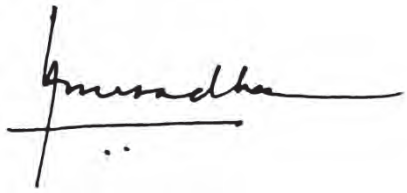
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Bonnie Maxwell, Heartland Heritage, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community

Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA)

From:	Leah Konicki
To:	"Burkett, Miriam"
Cc:	"Kennedy, Mary"; Jacob Isenburg; Harry Nikides; Diane Allen
Subject:	FHWA Project: Des. No 1703010; State Route (SR) 75 over Middle Fork of Wildcat Creek Bridge Project, Carroll County, Indiana.
Date:	Monday, January 11, 2021 11:52:01 AM
Attachments:	ENV HBAA and LTR 1703010 SR 75_Bridge_1.11.21.pdf

Ms. Burkett,

A copy of the HBAA and distribution letter referenced in the email below are attached; hard copies of these documents will be put in the mail. Please let us know if you have any questions. Thank you.

Des. No.: 1703010

Project Description: The proposed undertaking is located on SR 75, 3.7 kilometers (km) [2.3 miles (mi)] south of Cutler in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The proposed scope of work will be determined after the approval of the Historic Bridge Alternatives Analysis (HBAA).

Location: SR 75, Democrat Township, Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

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Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.
Thank you in advance for your input,

Leah J. Konicki
Project Manager/Principal Investigator - Architectural Historian

ASC Group, Inc.

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

February 10, 2021

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Historic bridge alternatives analysis for the SR 75 Bridge over Middle Fork Wildcat Creek, Democrat Township, Carroll County, Indiana (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed INDOT's January 11, 2021, letter and the Historic Bridge Alternatives Analysis ("HBAA"), received by our office the same day for this project.

We understand and agree with the conclusions of the HBAA that the preferred alternative for this project is Alternative D: Bypass (non-vehicular use)/Build New Structure as it is both feasible and prudent. While Alternatives A, B1, B2, C1, and C2 are feasible to varying degrees, as this bridge is only one of two existing examples of an unreinforced concrete arch, the work proposed in these alternatives fail to meet the project's need or would compromise character-defining features of the bridge that warrant its eligibility for inclusion in the National Register of Historic Places, and thus, are not prudent.

Has Carroll County, with its active historic bridge coalition, formally responded in regard to including this bridge in its future promotions? We appreciate the willingness of the project team to include interpretive signage for the bridge as part of this project as well as creating access for pedestrians to view the bridge and its unique unreinforced arch.

In addition to approximate 30%, 60% and final design plans, we request that this bridge be documented according to the "Indiana DNR – Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards." We have enclosed a copy of those state standards for your reference. Specifically, we request digital, color photographs, a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Any additional drawings or historic bridge plans will be accepted. Please ensure that the photographs provide overviews of the resource from all directions, as well as any character-defining features, such as the concrete arch. Please submit a draft copy of this documentation on CD, flash drive, or previously approved storage unit for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public. Please inform us as to which local or not-for-profit organization is willing to accept this documentation.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to DNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

If you have questions regarding our dual review of the aforementioned project, please contact DHPA. Questions about archaeological issues should be directed to Beth McCord at (317) 232-3492 or bmccord@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that the documents discussed here can be found online in IN SCOPE at http://erms.indot.in.gov/Section 106Documents/. From there, search by this project's designation number: 1703010. Anyone receiving an e-mailed copy of this letter who does *not* wish to receive future copies of our correspondence about this bridge project is asked to reply to dkauffmann@dnr.IN.gov and so advise us.

In all future correspondence regarding the dual review of this bridge project on SR 75 over Middle Fork Wildcat Creek in Carroll County (Des. No. 1703010), please continue to refer to DHPA No. 25096.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, DNR, and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges

Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Paul Brandenburg
To:	Kauffmann, Danielle M; Carmany-George, Karstin (FHWA); Kumar, Anuradha; Kennedy, Mary; Miller, Shaun (INDOT); Branigin, Susan; Leah Konicki; thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov); michael.laronge@fcpotawatomi-nsn.gov; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; "tstroshine@tippecanoe.in.gov"; areaplan@carrollcountyin.gov; lwalls@carrollcountyedc.com; eeckardt@indianalandmarks.org; markalansmith12171948@gmail.com; carrollcountycchs@gmail.com; jlcooper@ccrtc.com; spansaver@hotmail.com; Nathan Holth; kitty@historicbridgefoundation.com; bmaxwell62@gmail.com; joe.mayfield5@gmail.com; gnyberg@nicheslandtrust.org; dan.mccain@gmail.com; julia@carrollcountychamber.com; maryloublueeyes@gmail.com; Brier, Dale; rpars17542@aol.com
Cc:	Keller@indy.net; anneshaw1334@gmail.com; Daniel Kloc; Jason Larrison; Lighty, Chandler; McCord, Beth K; ASievert@indiana.edu; Smith, Chris
Subject:	RE: DHPA Response Letter - HBAA for SR 75 Bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA 25096)
Date:	Wednesday, February 10, 2021 1:37:08 PM

Danielle – My thanks for forwarding on a copy of the letter regarding: SR 75 Bridge over Middle Fork Wildcat Creek (Des. No. 1703010

I noted the following question: “Has Carroll County, with its active historic bridge coalition, formally responded in regard to including this bridge in its future promotions?” and wished to respond that I have been in contact with members of several of the Historic Preservation organizations in Carroll County and there is a desire to include this bridge in future promotional activities. Further, I will be engaging these individuals to provide a more formal response.

Finally, I am pleased to see the comment regarding the interpretive signage for the bridge and access for pedestrians to view the bridge and its unique unreinforced arch.

Please let me know if you have any questions.

Cheers,

Paul

From: Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>
Sent: Wednesday, February 10, 2021 11:34 AM
To: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Leah Konicki <lkonicki@ascgroup.net>; thpo@estoo.net; Diane Hunter <dhunter@miamination.com>; lpappenfort@peoriatribe.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov) <Matthew.Bussler@pokagonband-nsn.gov>; michael.laronge@fcpotawatomi-nsn.gov; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; 'tstroshine@tippecanoe.in.gov' <tstroshine@tippecanoe.in.gov>; areaplan@carrollcountyin.gov; lwalls@carrollcountyedc.com;

From:	Bonnie Maxwell
To:	DKauffmann@dnr.in.gov; k.carmanygeorge@dot.gov; akumar@indot.in.gov; MKENNEDY@indot.in.gov; smiller@indot.in.gov; SBranigin@indot.in.gov; Leah Konicki
Cc:	commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; areaplan@carrollcountyin.gov; Paul Brandenburg; Tommy Kleckner; jadams@carrollcountyedc.com; Julia Leahy
Subject:	Middle Fork Wildcat Creek Bridge (Des. No. 1703010; DHPA 25096)
Date:	Thursday, February 18, 2021 1:20:44 PM

On behalf of Heartland Heritage, Inc., a preservation and conservation nonprofit in Carroll County, I would like to express our appreciation for your decision to save the historic Middle Fork Bridge and to provide access to it after building a new bridge. As you probably know, Carroll County has numerous highly-prized historic bridges which we promote in a standalone brochure as well as our county tour guide. People from other areas also recognize and promote our bridges as you can see in the attached extensive article published last summer in *Heartland Magazine* which is produced by the Logansport and Kokomo newspapers.

Four of our bridges are already on the National Register of Historic Places and two more are listed as "Contributing" in the National Register Deer Creek Valley Rural Historic District. One in the District is the Monon High Bridge over Deer Creek; it is being developed this year through a DNR Next Level Trails Grant and is sure to become a major attraction. Four more (three stone arches and another covered bridge) have been nominated and will soon be listed on the National Register. Heartland Heritage, Inc. has led this latter activity and received financial and other support from several local entities to make this possible. Our hope is to fundraise to add more of the remaining seven eligible bridges, and both the Middle Fork Bridge as well as the North Fork Iron Bridge just to the north on SR 75 are high on our list.

The Carroll County Wabash & Erie Canal Association sponsored the current bridge tour brochure, and the Delphi Preservation Society sponsored the ccounty's National Register brochure. Both of these were supported by Historic Preservation Education Grants from Indiana Landmarks and Indiana Humanities and have been distributed widely by a variety of groups including the Carroll County Chamber of Commerce. A revision of the bridge brochure is planned for the near future. These brochures, along with another featuring our record number of one-room schools, have proved to be particularly popular during the pandemic. We know of many people who have traveled to follow these tours and visit our historic places. Since camping has been such a popular pandemic activity, brochures at those locations have been much used.

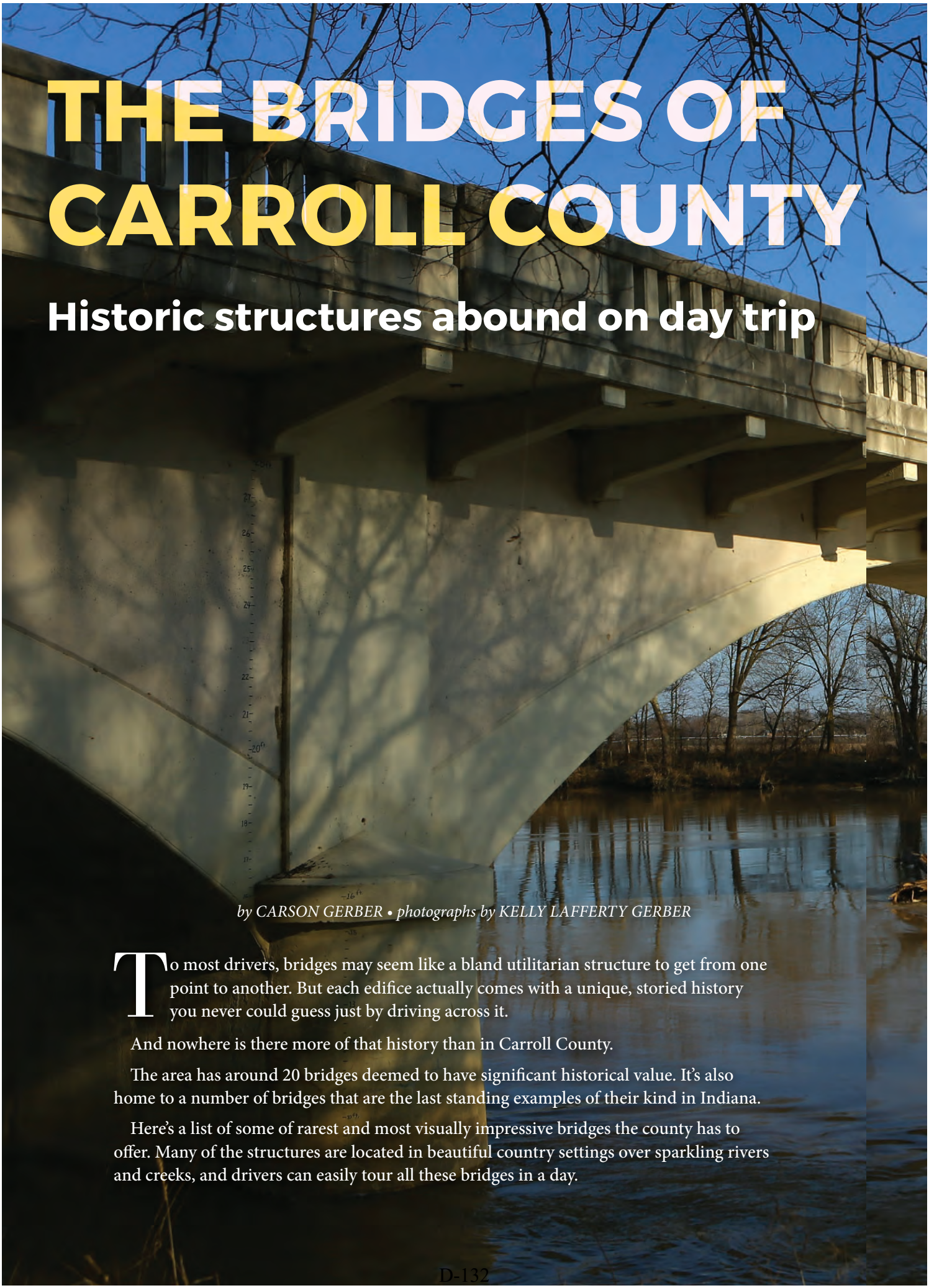
We look forward to seeing the development in the Middle Fork area and hope we will as a Consulting Partner be able to help with research for interpretive signage when that time comes.

Thank you again for your attention to the Middle Fork Bridge.

Bonnie Maxwell, President
Heartland Heritage, Inc.

THE BRIDGES OF CARROLL COUNTY

Historic structures abound on day trip



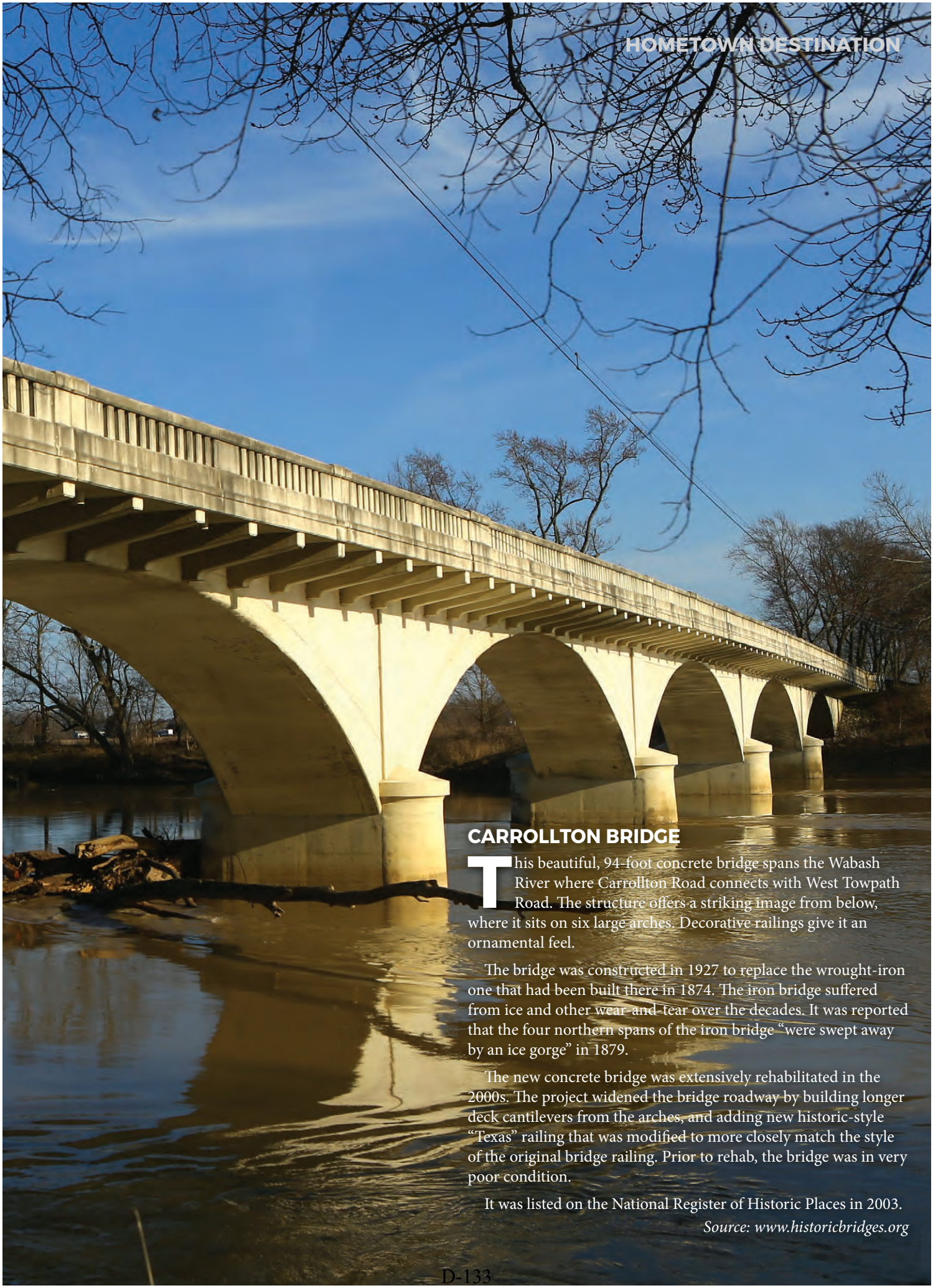
by CARSON GERBER • photographs by KELLY LAFFERTY GERBER

To most drivers, bridges may seem like a bland utilitarian structure to get from one point to another. But each edifice actually comes with a unique, storied history you never could guess just by driving across it.

And nowhere is there more of that history than in Carroll County.

The area has around 20 bridges deemed to have significant historical value. It's also home to a number of bridges that are the last standing examples of their kind in Indiana.

Here's a list of some of rarest and most visually impressive bridges the county has to offer. Many of the structures are located in beautiful country settings over sparkling rivers and creeks, and drivers can easily tour all these bridges in a day.



CARROLLTON BRIDGE

This beautiful, 94-foot concrete bridge spans the Wabash River where Carrollton Road connects with West Towpath Road. The structure offers a striking image from below, where it sits on six large arches. Decorative railings give it an ornamental feel.

The bridge was constructed in 1927 to replace the wrought-iron one that had been built there in 1874. The iron bridge suffered from ice and other wear-and-tear over the decades. It was reported that the four northern spans of the iron bridge "were swept away by an ice gorge" in 1879.

The new concrete bridge was extensively rehabilitated in the 2000s. The project widened the bridge roadway by building longer deck cantilevers from the arches, and adding new historic-style "Texas" railing that was modified to more closely match the style of the original bridge railing. Prior to rehab, the bridge was in very poor condition.

It was listed on the National Register of Historic Places in 2003.

Source: www.historicbridges.org





ADAMS MILL COVERED BRIDGE

One of the most idyllic covered bridges in the county spans the Wildcat Creek just northwest of Adams Mill near Cutler, where the restored mill and park offer a beautiful backdrop to the nearly 150-year-old bridge.

The structure was built in 1872 by the Wheelock Bridge Company of Fort Wayne. The bridge served the area very well for many decades, but by 1957 it was deteriorating to the point that the local historical club began raising money to preserve the bridge.

The bridge was closed to traffic in 197 because of its dangerous condition, and in 1978 vandals tore off arge sections of the walls and dropped them into the creek. Fires were set, and graffiti covered what was left. Through some miracle, the skeleton of the bridge held itself in place.

In 1999, through fundraisers, donations and funding from the state, the bridge was completely restored and opened again to traffic. t its reopening, 250 people gathered at the bridge to hold a parade and celebration. The fi al project cost was $686,000.

Source: www.adams-mill.org

BURNETT'S CREEK ARCH

This stone bridge crossing Burnett's Creek on Towpath Road is the oldest known bridge in Indiana, but today it appears to be little more than crumbling rock on a remote country road.





The structure was built in 1840 originally as an aqueduct for the Wabash and Erie Canal. Submerged walnut timbers support it. Some of the limestone slabs, hauled by oxen from a nearby quarry, are 12-feet long, 2-feet thick and several feet wide. The arch supported the weight of the canal water, the towpath and boats loaded with freight and passengers.

What is today Towpath Road originally included the Wabash and Erie Canal which passed over the creek at this point. After the canal was abandoned, the structure ceased to be used as an aqueduct, and began its life as a traditional stone arch bridge carrying vehicular traffi

Source: www.potawatomi-tda.org



FREEDOM BRIDGE

Drivers on Ind. 25 can't miss this impressive 300-foot bridge, which juts over the four-lane highway and today serves as pedestrian overpass as part of the Monon High Bridge Trail.

The bridge was constructed in 1898 in Owen County as a replacement for two spans of a multi-span covered bridge that was partially destroyed over the White River. In 2001, it was replaced, and put into storage. After some change in plans, the final decision was to restore and erect the bridge in Delphi as part of the trail system.



The bridge is made up of a complex truss configuration, known as pin-connected Pennsylvania trusses, and represented a significant design, fabrication and building effort. It's notable for its long span length and construction date. The bridge also retains good historic integrity with few notable alterations to the truss.

Today, pedestrians walking on the bridge get a commanding view of the area. Tall fencing has been installed to keep people from throwing things on the highway below. Bridge lovers hope the reuse of Freedom Bridge will inspire similar projects elsewhere.

Source: www.historicbridges.org



GILMORE FARM BRIDGE

This bridge located in Delphi has a one-of-a-kind past that earned it a 10-out-of-10 score for its historic significance. In fact, it's the only surviving Stearns type truss bridge in the country.



Constructed in 1905, the structure uses cast iron, rolled star iron and an unusual patented truss configuration. Its 78-foot span is extremely short for a through-truss bridge, and its design makes it look much older. It is unheard of for a bridge with these traits to have been built in 1905.

The bridge was originally located in Pulaski County on 1175 West over Big Monon Ditch. It was relocated and preserved in 2006-2007 for pedestrian use over the historic Wabash and Erie Canal. The bridge is one of several relocated and preserved historic truss bridges in Delphi.

Source: www.historicbridges.org

IND. 75 BRIDGE

This well-preserved example of a state highway Parker truss bridge was constructed in 1948 and is located on scenic Ind. 75 spanning the Wildcat Creek near Adams Mill. The Indiana State Highway Commission used a revised version of its fifth-generation standard plan to build the 175-foot, riveted, Parker through-truss span with a 28-foot roadway.



The bridge is one of several of its kind in Indiana still in existence, and it's one of the latest examples of the state's fifth-generation standard plan for a fairly long through-truss span. The trusses retain their original members, as well as the metal guardrails and the concrete approach, but the concrete deck has been replaced.

Source: www.historicbridges.org



TIOGA BRIDGE

Whipple truss bridges of any kind are rare, but this multi-span structure is particularly unique. The bridge was constructed in 1890 across the Tippecanoe River near a paper mill just south of Monticello, where it connects Carroll and White counties.



Considered locally as "the most unique and oldest bridge in White County," it was already a regional postcard landmark by the early 20th century. It sits on a major thoroughfare for two counties which has been bridged over the Tippecanoe River for some time. The substructure was built by a noted Carroll County stone mason and rebuilt by a second regionally-important one. The superstructure is the longest of a handful of Whipple-trusses remaining in the state. This outstanding example is even more notable for its beautiful ornamentation.

In 2011, the bridge was restored for pedestrian use only, and much of the portal cresting which was damaged was restored and replicated. The genuine riveted railing on the bridge is also new, but reflects its historic design.

Source: www.historicbridges.org



HOUCK IRON BRIDGE

This long-span, pin-connected Pratt truss structure is another example of a bridge restored and relocated to Delphi from outside the county. It was originally built in Putnam County over Big Walnut Creek north of Greencastle in 1913.



The bridge provided the main roadway used since at least the middle of the 1800s to connect Greencastle with Bainbridge. The Houck Bridge was a kind of twin structure with the Pinhook Bridge, which were built at the same time. Both were the longest metal-truss structures in Putnam County, and they each have considerable truss-depth.

They were likely designed and made by the Vincennes Bridge Company, a major Indiana bridge fabricator. An important local contractor, who engaged in a considerable number of bridge and road projects in the county, built the substructure and arranged for the purchase of the Houck superstructure.

Source: www.historicbridges.org



WASHINGTON AND FRANKLIN STREET BRIDGES

These attractive stone arch bridges span the former Wabash and Eerie Canal in Delphi, and are within eyesight of other historic metal truss bridges that have been relocated into Delphi. Both structures were built in 1901 using limestone blocks, and have a nostalgic look reminiscent of older bridges.

Local craftsmen built most of Indiana's stone arches from regional materials around the turn of the 20th century. Stonemasons erected the arches following a few simple rules of thumb that had evolved over thousands of years since Roman days.

The bridges are one of only a few of the state's stone arches spanning streams in northern counties. The growing popularity of concrete, which engineers could readily adjust to the special needs of each specific bridge site, quietly ended most stone arch construction in the state.

Source: www.historicbridges.org



WILSON'S BRIDGE

The spot where this bridge was eventually built had been used so long as a ford that it was identified as one in the 1874 county atlas. The state atlas also marked the crossing in 1876. Robert Royster had owned the land to the east of Deer Creek well before 1874, and J. D. Wilson already had an established farm on the west side of the long-used ford.

In September 1897, Wilson asked the county commissioners to build a bridge at the "old Royster ford." The commissioners obliged, and the bridge was erected over 300 North by the Lafayette Bridge Company in 1898. Through the years, the structure was also known as Wilson Ford Bridge and Royster Ford Bridge.



Two well-known county masons built the stone substructure, which is now encased in concrete. It underwent a major renovation in 2007. Today, the bridge retains its original truss members and its decoratively latticed guardrails.

Source: www.historicbridges.org







PAINT CREEK BRIDGE

This rare cast-and-wrought iron bowstring truss bridge was relocated and preserved in 1999 for pedestrian use in Delphi, where it joined other unique bridges the town has relocated there. It has been awarded a rare 10-out-of-10 for its historic significance on the website historicbridges.org due to its one-of-a-kind status in Indiana.



The bridge was built of state-of-the-art trusses and first erected over Paint Creek in 1874 by the Massillon Bridge Company. The bridge was vital for a local mill and the nearby Camden community. Within Carroll County, the bridge was one of five that reflected an important shift from timber to iron-truss bridges. The bridge is the only Davenport patented span to survive essentially intact in Indiana, and only one of two bridges surviving in Indiana which follow the early, and most unusual design, of the Massillon Bridge Company.

Today, its location in a beautiful historic setting only enhances the experience of visiting the bridge.

Source: www.historicbridges.org

From:	Kennedy, Mary
To:	Bonnie Maxwell
Cc:	commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; areaplan@carrollcountyin.gov; Paul Brandenburg; Tommy Kleckner; jadams@carrollcountyedc.com; Julia Leahy; Kauffmann, Danielle M; Carmany-George, Karstin (FHWA); Kumar, Anuradha; Miller, Shaun (INDOT); Branigin, Susan; Leah Konicki
Subject:	RE: Middle Fork Wildcat Creek Bridge (Des. No. 1703010; DHPA 25096)
Date:	Friday, February 19, 2021 8:27:10 AM
Attachments:	image001.png image002.png image003.png image005.png

Bonnie,

Thank you very much for the information and the input. It is clear that a lot of people in Carroll County have put great effort into preserving and highlighting the area's unique historic bridges. We appreciate your participation in this process, and look forward to further coordination as the interpretive signage is developed.

Regards,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Core work hours: 8:00 AM-2:45 PM Mon-Thurs

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

From: Bonnie Maxwell <bmaxwell62@gmail.com>
Sent: Thursday, February 18, 2021 1:20 PM
To: Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Leah Konicki <lkonicki@ascgroup.net>
Cc: commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; areaplan@carrollcountyin.gov; Paul Brandenburg <paul@prbrandy.com>; Tommy Kleckner <tkleckner@indianalandmarks.org>; jadams@carrollcountyedc.com; Julia Leahy <julia@carrollcountychamber.com>
Subject: Middle Fork Wildcat Creek Bridge (Des. No. 1703010; DHPA 25096)

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or

From:	Paul Brandenburg
To:	Bonnie Maxwell; DKauffmann@dnr.in.gov; k.carmanygeorge@dot.gov; akumar@indot.in.gov; MKENNEDY@indot.in.gov; smiller@indot.in.gov; SBranigin@indot.in.gov; Leah Konicki
Cc:	commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; areaplan@carrollcountyin.gov; Tommy Kleckner; jadams@carrollcountyedc.com; Julia Leahy
Subject:	RE: Middle Fork Wildcat Creek Bridge (Des. No. 1703010; DHPA 25096)
Date:	Thursday, February 18, 2021 1:40:30 PM

Looks excellent – thanks, Paul

From: Bonnie Maxwell <bmaxwell62@gmail.com>
Sent: Thursday, February 18, 2021 1:20 PM
To: DKauffmann@dnr.in.gov; k.carmanygeorge@dot.gov; akumar@indot.in.gov; MKENNEDY@indot.in.gov; smiller@indot.in.gov; SBranigin@indot.in.gov; Leah Konicki <lkonicki@ascgroup.net>
Cc: commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; areaplan@carrollcountyin.gov; Paul Brandenburg <paul@prbrandy.com>; Tommy Kleckner <tkleckner@indianalandmarks.org>; jadams@carrollcountyedc.com; Julia Leahy <julia@carrollcountychamber.com>
Subject: Middle Fork Wildcat Creek Bridge (Des. No. 1703010; DHPA 25096)

On behalf of Heartland Heritage, Inc., a preservation and conservation nonprofit in Carroll County, I would like to express our appreciation for your decision to save the historic Middle Fork Bridge and to provide access to it after building a new bridge. As you probably know, Carroll County has numerous highly-prized historic bridges which we promote in a standalone brochure as well as our county tour guide. People from other areas also recognize and promote our bridges as you can see in the attached extensive article published last summer in *Heartland Magazine* which is produced by the Logansport and Kokomo newspapers.

Four of our bridges are already on the National Register of Historic Places and two more are listed as "Contributing" in the National Register Deer Creek Valley Rural Historic District. One in the District is the Monon High Bridge over Deer Creek; it is being developed this year through a DNR Next Level Trails Grant and is sure to become a major attraction. Four more (three stone arches and another covered bridge) have been nominated and will soon be listed on the National Register. Heartland Heritage, Inc. has led this latter activity and received financial and other support from several local entities to make this possible. Our hope is to fundraise to add more of the remaining seven eligible bridges, and both the Middle Fork Bridge as well as the North Fork Iron Bridge just to the north on SR 75 are high on our list.

The Carroll County Wabash & Erie Canal Association sponsored the current bridge tour brochure, and the Delphi Preservation Society sponsored the ccounty's National Register brochure. Both of these were supported by Historic Preservation Education Grants from Indiana Landmarks and Indiana Humanities and have been distributed widely by a variety of groups including the Carroll County Chamber of Commerce. A revision of the bridge brochure is planned for the near future. These brochures, along with another featuring our record number of one-room schools, have proved to be particularly popular during the pandemic. We know of many people who have traveled to

From:	Bonnie Maxwell
To:	DKauffmann@dnr.in.gov; k.carmanygeorge@dot.gov; akumar@indot.in.gov; MKENNEDY@indot.in.gov; smiller@indot.in.gov; SBranigin@indot.in.gov; Leah Konicki
Cc:	areaplan@carrollcountyin.gov; cchighway@centurylink.net; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; Paul Brandenburg; Tommy Kleckner
Subject:	Middle Fork Wildcat Creek Bridge Des. No. 1703010; DHPA 25096
Date:	Thursday, February 25, 2021 10:33:55 AM

Since I have notified several local entities about the plans for this bridge, I have received two emails from preservation partners in Carroll County expressing their desire to support the preservation of this bridge and their interest in being involved with planned signage. Both Promoting Wildcat Valley and Adams Mill, Inc. have deep interest and concern for this part of our county.

PROMOTING WILDCAT VALLEY INC is excited to learn of your interest in the Middle Fork Wildcat Bridge area. We will be happy to promote the accessible visitor area that fits so well with our "historic developing area". WE support your efforts and will be happy to provide assistance, if needed, as a consulting party. Thank You .

Sincerely Mary Blue,Pres. (308 E Clark St, Flora, IN 46929) maryloublueyes@gmail.com

---

I am very pleased to learn how the State Road 75 Middle Fork Concrete Bridge in Carroll County will be preserved and promoted as a rare and historic bridge! Carroll County is proud of its historic structures and this bridge is among many historic bridges that our county promotes in the county bridge brochure. This effort will help promote one of the county's earliest roads from Burlington to Lafayette and the extinct town of Prince William which was a short way down the creek from this bridge.

I am interested in becoming a consulting partner for the proposed site for developing signage and historic interpretation of the bridge.

James Rich
President, Adams Mill, Inc.
jamesrich1988@nwcable.net

Thanks very much for consideration of their requests.

Bonnie Maxwell, President
Heartland Heritage, Inc.

From:	Kennedy, Mary
To:	Bonnie Maxwell
Cc:	areaplan@carrollcountyin.gov; cchighway@centurylink.net; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; Paul Brandenburg; Tommy Kleckner; Kauffmann, Danielle M; Carmany-George, Karstin (FHWA); Branigin, Susan; Leah Konicki
Subject:	RE: Middle Fork Wildcat Creek Bridge Des. No. 1703010; DHPA 25096
Date:	Thursday, February 25, 2021 10:57:21 AM
Attachments:	image001.png image002.png image003.png image005.png

Thank you for the information, Bonnie. We will add these groups to the list of those that have accepted consulting party status, and be sure to keep them in the loop moving forward.

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Email: mkennedy@indot.in.gov

Phone: 317-694-3607

Core work hours: 8:00 AM-2:45 PM Mon-Thurs

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm

From: Bonnie Maxwell <bmaxwell62@gmail.com>
Sent: Thursday, February 25, 2021 10:34 AM
To: Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Leah Konicki <lkonicki@ascgroup.net>
Cc: areaplan@carrollcountyin.gov; cchighway@centurylink.net; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; Paul Brandenburg <Paul@prbrandy.com>; Tommy Kleckner <tkleckner@indianalandmarks.org>
Subject: Middle Fork Wildcat Creek Bridge Des. No. 1703010; DHPA 25096

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From:	Joe Mayfield
To:	DKauffmann@dnr.in.gov; k.carmanygeorge@dot.gov; akumar@indot.in.gov; MKENNEDY@indot.in.gov; smiller@indot.in.gov; SBranigin@indot.in.gov; Leah Konicki
Cc:	cchighway@centurylink.net; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; areaplan@carrollcountyin.gov; eeckardt@indianalandmarks.org; paul@prbrandy.com; Tommy Kleckner; Jake Adams; Tom Atkinson; Greg Norman; Bonnie Maxwell
Subject:	Middle Fork Wildcat Bridge Des. No. 1703010; DHPA 25096]
Date:	Wednesday, March 3, 2021 8:17:03 AM
Attachments:	image.png

Ms. Kauffmann:

The Delphi Preservation Society has always considered Carroll County's historic bridges a significant component in the county's historic legacy, and will continue to support efforts by INDOT and others to explore ways to preserve the historic bridges of Carroll County. We are deeply appreciative of INDOT's sensitivity to this unique bridge, and also to the others in the county. Carroll County has become "known for their bridges" and the Delphi Preservation Society considers them a significant asset for Carroll County. It is our intent to publish a new and updated "Bridges of Carroll County" brochure and widely distribute it later this year. Please include us in future correspondence and take note of our interest in reviewing the wording used in the interpretive signage. The Delphi Preservation Society, its board of directors, and its many members thank you for your willingness to explore ways to save and rehabilitate these structures.

With sincere gratitude,

Joe Mayfield, DPS President
joe.mayfield5@gmail.com

DELPHI preservation SOCIETY of Carroll County INDIANA

From:	Kauffmann, Danielle M
To:	Joe Mayfield; Carmany-George, Karstin (FHWA); Kumar, Anuradha; Kennedy, Mary; Miller, Shaun (INDOT); Branigin, Susan; Leah Konicki
Cc:	cchighway@centurylink.net; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; areaplan@carrollcountyin.gov; eeckardt@indianalandmarks.org; paul@prbrandy.com; Tommy Kleckner; Jake Adams; Tom Atkinson; Greg Norman; Bonnie Maxwell
Subject:	Re: Middle Fork Wildcat Bridge Des. No. 1703010; DHPA 25096]
Date:	Wednesday, March 3, 2021 8:40:39 AM
Attachments:	image.png

Joe,

Thank you for your message. We appreciate you and the Delphi Preservation Society's participation and dedication in preserving and promoting these historic bridges. I will be sure to keep you and other Carroll County representatives copied on correspondence from my office regarding this project as the coordination for development and review of the interpretive signage continues.

Thank you very much!
-Danielle

From: Joe Mayfield <joe.mayfield5@gmail.com>
Sent: Wednesday, March 3, 2021 8:16 AM
To: Kauffmann, Danielle M <DKauffmann@dnr.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Kumar, Anuradha <akumar@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; lkonicki@ascgroup.net <lkonicki@ascgroup.net>
Cc: cchighway@centurylink.net <cchighway@centurylink.net>; commissioner1@carrollcountyin.gov <commissioner1@carrollcountyin.gov>; commissioner2@carrollcountyin.gov <commissioner2@carrollcountyin.gov>; commissioner3@carrollcountyin.gov <commissioner3@carrollcountyin.gov>; areaplan@carrollcountyin.gov <areaplan@carrollcountyin.gov>; eeckardt@indianalandmarks.org <eeckardt@indianalandmarks.org>; paul@prbrandy.com <paul@prbrandy.com>; Tommy Kleckner <tkleckner@indianalandmarks.org>; Jake Adams <jadams@carrollcountyedc.com>; Tom Atkinson <twje92@gmail.com>; Greg Norman <drgregnorman@yahoo.com>; Bonnie Maxwell <bmaxwell62@gmail.com>
Subject: Middle Fork Wildcat Bridge Des. No. 1703010; DHPA 25096]

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SR 75 Bridge over Middle Fork Wildcat Creek
Democrat Township, Carroll County, Indiana
Des. Nos. 1703010
Consulting Parties List (gray highlighting indicates consuling party invitation accepted)

Organization	Contact Name	Title	Address	Address	City	State	Zip	Email	Phone
SHPO	Beth K. McCord	Deputy State Historic Preservation Officer	Indiana DNR Division of Historic Preservation and Archaeology	402 W. Washington Street, W27	Indianapolis	IN	46204		
Carroll County Commission	Loren Hylton	Commissioner, District 1		5390 E 750N	Logansport	IN	46947	commissioner1@carrollcountyin.gov	574-859-2651
Carroll County Commission	Steve Pearson	Vice Chairman, Commissioner District 2		466 E Cumberland Street	Camden	IN	46917	commissioner2@carrollcountyin.gov	574-686-2345
Carroll County Commission	William R. Brown	Chairman, Commissioner District 3		P. O. Box 291	Cutler	IN	46920	commissioner3@carrollcountyin.gov; abjakes@yahoo.com	765-414-0913
Carroll County Highway Department	Paul Couts	Highway Superintendent/ Engineer	Carroll County Highway Garage	616 E. Elizabeth St.	Flora	IN	46929		574-967-4244
Area Plan Commission of Tippecanoe County	Tim Stroshine	Assistant Director		201 N. Third Street	Lafayette	IN	47901	tstroshine@tippecanoe.in.gov	765-423-9242
Carroll County Area Plan Commission	Kamron Yates	Executive Director		101 W Main, Suite 208	Delphi	IN	46923	areaplan@carrollcountyin.gov	754-564-4468
Carrol County Economic Development	Laura Walls	Executive Director		241 N. Heartland Dr. P.O. Box 83	Delphi	IN	46923		765-564-2060
Indiana Landmarks, Western Regional Office	Tommy Kleckner			669 Ohio Street	Terre Haute	IN	47807	tkleckner@indianalandmarks.org	812-232-4534
Carroll County Historian	Mark Smith			1031 S. Brackney Street	Brookston	IN	47923	markalansmith12171948@gmail.com	765-563-3349; 765-564-3152
Carroll County Historical Society	Steve Mulligan	President		P.O. Box 277	Delphi	IN	46923		765-564-3152
DePauw University, Professor Emeritus of History	Dr. James L. Cooper							jlcooper@ccrtc.com	
Indiana Historic Spans Task Force	Paul Brandenburg							indianabridges@sbcglobal.net'	
Historic Hoosier Bridges	Tony Dillon			208 N 17th Street	New Castle	IN	47362	spansaver@hotmail.com	765-624-6558
HistoricBridges.org	Nathan Holth	Author/Photographer/ Webmaster		2767 Eastway Drive	Okemos	MI	48864	nathan@historicbridges.org	269-290-2593
Historic Bridge Foundation	Kitty Henderson	Executive Director		PO Box 66245	Austin	TX	78766	kitty@historicbridgefoundation.com	512-407-8898
Heartland Heritage, Inc.	Bonnie Maxwell	President						bmaxwell62@gmail.com	
Delphi Preservation Society	Joe Mayfield							joe.mayfield5@gmail.com	
NICHES Land Trust	Gus Nyberg	Executive Director						gnyberg@nicheslandtrust.org	

Organization	Contact Name	Title	Address	Address	City	State	Zip	Email	Phone
Carroll County Wabash & Erie Canal	Dan McCain	President						dan.mccain@gmail.com	
Carroll County Chamber of Commerce	Julia Leahy	Executive Director						julia@carrollcountychamber.com	
Promoting Wildcat Valley	Mary Blue	President						maryloublueeyes@gmail.com	
Indiana Department of Natural Resources, Division of Outdoor Recreation	Dale Brier	Division Director						dbrier@dnr.in.gov	
Wildcat Guardians	Rich Parsons	President						rpars17542@aol.com	
Adams Mill, Inc.	James Rich	President						jamesrich1988@nwcable.net	
Indian Tribes									
Eastern Shawnee Tribe of Oklahoma									
Miami Tribe of Oklahoma									
Peoria Tribe of Indians of Oklahoma									
Pokagon Band of Potawatomi Indians									
Forest County Potawatomi Community									

Historic Bridge Alternatives Analysis

DESIGNATION NUMBER: 1703010
BRIDGE NUMBER: 075-08-03486
NBI NUMBER: 024960



ROUTE IDENTIFICATION AND FEATURE CROSSED: State Road 75 over Middle-Fork Wildcat Creek

PROJECT LOCATION: 1.64 miles North of State Road 26
COUNTY: Carroll

PREPARED BY:
Jacob Isenburg, P.E. &
Lukas Sipe, EI
HWC Engineering
135 N. Pennsylvania St., Suite 2800
Indianapolis, IN 46204

This bridge was evaluated by personnel from the Indiana Department of Transportation (INDOT) Bridge Design Unit, the District Office and the designer. The attached Draft Historic Bridge Alternatives Analysis has been reviewed by the INDOT Bridge Design Unit and Cultural Resources Office for thoroughness of the rehabilitation option and compliance with INDOT design policies. Concurrence by INDOT with the proposed Scope of Work does not constitute Final Approval of the Historic Bridge Alternatives Analysis. This draft HBAA may now be distributed to the historic consulting parties for review.

DATE: 4/03/2020 [REV. 9/04/2020] [REV. 10/30/2020]

HWC ENGINEERING

HISTORIC BRIDGE ALTERNATIVES ANALYSIS
DESIGNATION NUMBER: 1703010

PREPARED BY:

Jacob Isenburg, P.E.
HWC Engineering
135 N. Pennsylvania St., Suite 2800
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Concurrence:

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Paul South, P.E. Date: 12/15/2020
Scoping Manager, LaPorte District

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Appendices have been removed.

HWC ENGINEERING

I. Existing Structure Data

A. Identification/History

Bridge No.: 075-08-03486
Project Location: State Road 75 over Middle-Fork Wildcat Creek, Carroll County, LaPorte District
Designation No.: 1703010
Year Built: 1942
Years Repaired: N/A
Most Recent Field Inspection Date: 11/08/2019 (INDOT Biennial Inspection)
Average Daily Traffic (ADT)/Year of ADT: 2,329 VPD / 2017
Percentage of Commercial Vehicles: 5%
Low Volume Road?: No
Functional Classification: Rural Major Collector
National Highway System: Not on the NHS
Detour Length: 11 Miles
Load Rating: HS-20 Inventory Rating = 99 Tons
Sufficiency Rating: 73.8
National Register of Historic Places Status: Eligible
Historic Bridge Prioritization Status: Select
Historic Character Defining Features: This bridge is an unreinforced, concrete arch built in 1942. According to the Indiana Historic Bridge Inventory, this bridge was "*Constructed during World War II by Indiana State Highway Commission (ISHC), eliminating the use of structural steel due to shortage during the war.*" It is one of only two such ISHC-built examples still extant.

B. Structure/Dimensions

Surface Type: Asphalt roadway over fill
Out to Out of Copings: 34'-6"
Out to Out of Bridge Floor:73'-0"
Clear Roadway Width: 28'-0"
Number of Lanes on Structure: 2 Lanes
Skew: 15°
Type of Superstructure: Unreinforced Concrete Arch
Spans: Single Span (65'-0")
Type of Substructure/Foundation: Concrete Footings on Piles
Seismic Zone: Zone 1

C. Appurtenances

Clear Roadway Width: 34'-0" (distance between guardrail faces)
Approach Roadway Pavement Width: 28'-0" (Paved Width)
Surface Type: Asphalt
Guardrail: W-Beam Guardrail
NE Quadrant: 452'±
NW Quadrant: 226'±
SE Quadrant: 678'±

SW Quadrant: 528'±
Guardrail End Treatment: OS End Treatments

II. Existing Conditions

A. Bridge Deck
There is no deck on this structure. The arch is under fill with an asphalt roadway.

B. Superstructure
The superstructure is in fair condition (rating 5 out of 9, Biennial Inspection Report). The arch spandrel walls have widespread cracking with leaching. The arch ring is divided into thirds longitudinally by construction joints that were used during original construction. There is a longitudinal crack present on the underside of each outer third arch rib section at midspan. The location of the crack closely coincides with the location of the spandrel wall connection into the arch ring. The center third portion of the arch ring is in satisfactory to good condition. The railing on both sides of the bridge has widespread spalling and cracking. Photos 9-10, 13-16 show the existing superstructure with condition descriptions in Appendix B.

Concrete cores were taken in the outer thirds of the arch ring at 3 different points in each third for a total of 6 samples. The samples were tested for compressive strength and chloride ion content. The compressive strength test results ranged from 5,580 to 8,550 psi strength. The core sample strengths exceed the typical range of 3,000-4,000 psi used today. The results also exceed the assumed strength used in the load rating analysis (2,500 psi) of the arch ring. The load capacity of the existing arch ring exceeds minimum requirements and the concrete core tests verify the load capacity calculations.

The chloride content tests ranged from 0.001% to 0.044% chloride by weight. The INDOT Design Manual (Chapter 72-2.02[05]) identifies a threshold value of approximately 0.04% as potential for corrosion to occur in reinforcement. Therefore, if repairs to the bridge are designed to anchor new reinforcement into the existing bridge, the rebar should utilize a protective coating such as epoxy coating. The testing report is included in Appendix D.

There are roadway deck drains on the existing structure at midspan. There is one on each side of the bridge and the openings are partially covered by the current asphalt surface and blocked by debris. The bridge plans from 1942 show the drains as 6" vitrified clay (VC) pipe that run through the concrete arch and outlet through the apex of the arch.

C. Substructures and Foundations
The substructure and foundation are in satisfactory condition (rating 6 out of 9, Biennial Inspection Report). There is minor cracking and spalling at the concrete footings. The wingwalls have very minor cracking with some leaching present.

The NBI scour rating for the bridge is a 5 out of 9 which corresponds to the scour within the limits of the bridge footing. A scour depression is noted at the north footing and can be seen

in Photos 14, 15 in Appendix B. Please note that the NBI scour rating code descriptions do not align with the code descriptions used for deck, superstructure, and substructure ratings.

D. Approaches
The bridge approaches are in good condition. The alignment requires no speed reduction. The clear roadway width across the bridge is narrower (28'-0") than the clear roadway width approaching the bridge (34'-0" from guardrail face to guardrail face). The guardrail and guardrail transitions meet current standards for a roadway not on the National Highway System (NHS). The concrete bridge railing does not meet current standards. Bridge end markers are in place and there are no apparent deficiencies with the asphalt roadway. The property to the immediate northwest of the bridge has two gravel driveways approximately 120' north of the bridge.

E. Slopewalls
There are no slopewalls at this structure.

F. Crash Data
Crash Data was received for SR 75 for the years 2016-2018. There are two accidents within a ½ mile radius of the bridge site. A review of the notes does not indicate the roadway configuration of SR 75 or the bridge are contributing factors to the two crashes. The crash information is in Appendix E.

G. Hydraulics
The existing bridge hydraulics were preliminarily checked and found the existing bridge is has approximately 1.14 feet of backwater. Per Indiana Design Manual chapter 203-3.02(01), the existing backwater is acceptable and must not be increased with proposed improvements.

H. Wetlands
A wetland survey and Waters of the US Report are in development concurrent to this report. The wetlands mapper available through US Fish and Wildlife website shows there are potential wetlands to the east of the bridge site. Refer to Maps Attachment.

III. Purpose and Need

The need for this project is due to the deteriorated condition of the concrete structure including scour issues. The superstructure is rated a 5 (out of 9 possible; fair) and substructure is rated a 6 (out of 9 possible; satisfactory). There is cracking, efflorescence and spalling throughout the structure. The spandrel walls have cracking and efflorescence. There is significant deep spalling at the peak of the arch. The scour at the bridge is rated 5 which corresponds to the scour within the limits of the bridge footing. A scour hole is located in the northeast corner exposing the foundation.

Secondary concerns include the clear roadway width across the bridge being narrower than the approaching clear roadway width, and the bridge railing not meeting current safety

standards. The bridge rail is not a standard crash-tested configuration and has heavy cracking and spalling.

The purpose of this project is to address items below as follows:

Primary Project Goals			
Item	**Existing Condition**	**Goal Condition**	**Reference**
Superstructure Condition Rating	5 out of 9 (Fair)	≥ 7 out of 9 (Good)	FHWA-PD-96-001
Substructure Condition Rating	6 out of 9 (Satisfactory)	≥ 7 out of 9 (Good)	FHWA-PD-96-001
Scour	5 out of 9 (Scour within limits of footing or piles)	≥ 7 out of 9 (Scour countermeasures installed)	FHWA-PD-96-001
Secondary Project Goals			
Roadway Width	28 FT	30 FT	IDM Figure 55-3B
Bridge Railing	Unreinforced Concrete Rail	≥ Test Level 3	IDM 404-4.0

The descriptions of the condition ratings are taken from the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* produced by the FHWA and are noted in parentheses in the table above.

The design criteria for this bridge will be in accordance with 3R standards per Indiana Design Manual figure 412-2A because the AADT is above 400 vpd. The design year AADT is 2,471 vpd in 2043 per the INDOT traffic forecast report (Appendix F). Therefore, IDM Figure 55-3B would apply for this project's design criteria for rehabilitation to the existing structure.

The following table summarizes some Level 1 criteria and the existing bridge conditions:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Bridge Condition
Travel Lane	IDM Figure 55-3B	12 ft*	12 ft
Usable Shoulder on Bridge	IDM Figure 55-3B	3 ft	2 ft
Paved Shoulder	IDM Figure 55-3B	2 ft	2 ft
Clear Bridge Width	IDM Figure 55-3B, Note 11**	28 ft	28 ft
Bridge Railing Performance	IDM 404-4.0	TL-3	Unreinforced Concrete Rail

*A 11 ft travel lane width is the minimum per the Table. However, 12 ft would be the minimum criteria because 12 ft is the existing condition for SR 75 and the travel lane width would not be narrowed for a short distance at the bridge.

** Per note 11 on IDM Figure 55-3B, "Clear width [on bridge] will be at least equal to the approach traveled way width or the value, whichever is greater." The existing approach traveled roadway width (paved width) is

28’-0”, which would then be the requirement for the bridge clear roadway. Therefore, the existing historic bridge width will not require a Level 1 design exception for bridge clear-roadway width.

IV. Alternatives

Alternative A: Do Nothing/No Build
This alternative would result in no federal funds expended and no action would occur. This alternative would not improve the condition ratings of the bridge and channel work to repair scour would not be completed. The bridge would continue to deteriorate to the point where it would have to be closed due to safety concerns. Based on engineering judgement, in its current state, the bridge could remain open for approximately 15-20 years before closure or other restriction becomes necessary. The driving force for a restriction would be the deteriorating condition of the concrete railings, spandrel wall, and cracking in the outer portions of the arch ring. The detour is approximately 11 miles and would add approximately 10 minutes of driving time to motorists traveling on SR 75. This alternative is feasible but does not address the need of this project and thus considered not prudent.

Alternative B1: Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior’s Standards for Rehabilitation
This alternative involves rehabilitation of the existing structure to extend the service life of the bridge while adhering to the Secretary of the Interior’s Standards for Rehabilitation. The proposed work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. The arch, spandrel walls, and wing walls will be patched and waterproofed while preserving the architectural details of the bridge. Any cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching as required to restore the railing to its original shape. Underdrains in the bottom of the arch fill would be installed and directed to the existing abutment drains, which will be cleaned and repaired as necessary. If the abutment drains have collapsed, a new pipe will be installed through the arch and concrete patched as necessary. Metal castings will be added at the roadway surface to the arch drains located at the arch apex to facilitate maintenance and drainage.

This alternative would require a design exception for usable shoulder width. The minimum criterion for usable shoulder width is 3’-0” and this alternative would provide 2’-0” of usable shoulder width across the bridge. See the typical section for Alternative B1 in Appendix G.

Additionally, this alternative would require a Level 1 design exception for bridge railing. The existing bridge railing on the bridge does not meet any current standards for bridge railing due to it being unreinforced and it has not been crash-tested. Accident data has been acquired for the years 2016-2018 in the area of the project. These design exceptions are likely to be obtained due to there being no documented accidents within the project limits that are contributable to the bridge.

The following table summarizes the design criteria for B1:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Criteria	Proposed Condition	Design Exception Required
Travel Lane	IDM Figure 55-3B	11 ft	12 ft	12 ft	No
Usable Shoulder on Bridge	IDM Figure 55-3B	3 ft	2 ft	2 ft	Yes
Paved Shoulder	IDM Figure 55-3B	2 ft	2 ft	2 ft	No
Clear Bridge Width	IDM Figure 55-3B, Note 11	28 ft	28 ft	28 ft	No
Bridge Railing Performance	IDM Figure 55-3B	TL-3	N/A	Non-Standard	Yes

There is local scour at the north foundation of the existing arch exposing some of the top of the concrete footer. The scour hole would be filled in and protected with riprap along with the existing stream banks. Riprap will be placed around both abutments and wingwalls for scour protection.

It was determined that existing right of way would need to be reacquired for this alternative. It is anticipated that approximately 1.90 acres of right-of-way would need to be purchased to pursue this option resulting in a cost of approximately $19,000.

The estimated cost to rehabilitate the existing bridge for this alternative is $878,000 in 2024 dollars. The estimated total cost for this alternative is $897,000.

The alternative is feasible provided approved Level 1 design exceptions for usable shoulder width and bridge railing performance are obtained. This alternative it is not prudent as the patching repairs to the bridge are not expected to improve the condition ratings of the superstructure and substructure to the target goals of 7. Further, the patching work is not anticipated to provide an additional 25-years of service life to the bridge as most patching work typically lasts 10-15 years. This alternative does not meet the secondary goals of geometrically adequate roadway or a bridge railing meeting current standards.

It was discussed at the 7/15/2020 consulting parties meeting about the possibility to replace the existing bridge railing with a reinforced concrete railing section matching the existing railing shape to meet the railing test level requirement. It was explained that the crashworthy railing must anchor into a bridge component that is also capable of resisting the crash loading, in this case, the spandrel walls. Therefore, the addition of rebar to the bridge railing will likely result in additional bridge components needing reinforcement to meet design calculations (e.g. spandrel walls and arch ring). This scope of work is addressed in alternative B2.

Alternative B2: Rehabilitation for Continued Vehicular Use NOT Meeting Secretary of Interior's Standards for Rehabilitation

This alternative involves rehabilitation of the existing structure to extend the service life of the bridge without adhering to all of the Secretary of the Interior's Standards for Rehabilitation but looks to maintain the architectural features and nature. The asphalt roadway and fill will be removed down to the arch. The outer 1/3rd segments of the existing concrete arch along with the spandrel walls and railing would be removed and replaced with reinforced concrete. All new reinforced concrete would be made to match the existing architectural styles of the bridge. Concrete patching and epoxy crack injection would be completed to the remaining middle arch segment and wingwalls. The new and existing concrete will be waterproofed. Underdrains in the bottom of the arch fill would be installed and directed to the existing abutment drains, which will be cleaned and repaired as necessary. The roadway deck drains on the existing structure would be removed with the outer third arch segments and replaced with metal castings with cast iron pipe located at the apex of the arch on each side of the bridge.

This alternative will provide the minimum usable shoulder width of 3'-0" per IDM Figure 55-3B. To accomplish this, the spandrel wall and concrete railings will be reduced in width from their original cross section. The outer dimensions and architectural features of the spandrel walls and railing will be maintained. The concrete bridge railing will be reinforced and designed for crash loadings in accordance with AASHTO LRFD specifications for the required Test-Level 3 railing and shaped to mimic the original railing. The bridge railing should not require a level 1 design exception. See the typical section for Alternative B2 in Appendix G.

The following table summarizes the design criteria for B2:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Criteria	Proposed Condition	Design Exception Required
Travel Lane	IDM Figure 55-3B	11 ft	12 ft	12 ft	No
Usable Shoulder	IDM Figure 55-3B	3 ft	2 ft	3 ft	No
Paved Shoulder	IDM Figure 55-3B	2 ft	2 ft	3 ft	No
Clear Roadway Width	IDM Figure 55-3B	28 ft	28 ft	30 ft	No
Bridge Railing Performance	IDM Figure 55-3B	TL-2	N/A	TL-3	No

The scour hole would be filled and riprap placed for scour protection in the same manner as B1.

It was determined that existing right of way would need to be reacquired for this alternative. It is anticipated that approximately 1.90 acres of right-of-way would need to be purchased to pursue this option resulting in a cost of approximately $19,000.

The estimated construction cost to rehabilitate the existing bridge for this alternative is $1,227,000 in 2024 dollars. The estimated total cost for this alternative is $1,246,000.

This alternative is feasible and meets all primary and secondary goals. This alternative is anticipated to provide a 25-year service life. From the consulting party meeting on 7/15/2020, it was discussed that the unique construction method of unreinforced concrete was a primary factor for this bridge's Select status. Additionally, this bridge is 1 of 2 such examples. Therefore, this alternative is not prudent because adding reinforcing into the structure is anticipated to result in adverse impacts to the historic nature of the bridge.

Alternative C1 & C2: Rehabilitation for Continued Vehicular Use (1-way pair option)
These alternatives involve the rehabilitation of the existing structure with a new, one-way bridge constructed adjacent to the existing structure. The existing historic bridge would carry traffic south-bound while the new bridge would carry traffic north-bound on State Road 75. The proposed work on the existing bridge for Alternatives C1 and C2 would be the same as the proposed work for Alternatives B1 and B2 respectively.

These alternatives are feasible. However, because Alternatives B1 and B2 are not prudent, these alternatives would be considered not prudent as well because they each include the same work from the above-mentioned B alternatives.

Alternative D: Bypass (non-vehicular use)/Build New Structure
This alternative consists of building a new bridge to bypass the existing historic structure. The existing bridge would remain in place due to its status as a Select-Historic bridge. The new, bypass bridge would not impact the existing arch or its foundations.

The proposed work on the existing bridge would be similar to the proposed work in Alternative B1. The work would include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Any cracks in the concrete would be epoxy injected along with the patching work mentioned. The existing bridge railing would be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill would be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge would be removed. The asphalt pavement over the existing bridge would be replaced to aid in surface drainage. All existing guardrail would be removed. Riprap would be placed at both abutments to repair the scour hole at the north abutment and protect from future scour.

The proposed bypass bridge would be a single-span multibeam bridge and feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge would be

constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge would meet all INDOT Level 1 criteria and is sized at approximately 80' long and 33' wide. The new bridge would be offset from the existing bridge approximately 30'-35' to avoid impacting the wingwalls of the existing structure. See typical section in Appendix G. The following table summarizes the design criteria for the new bridge:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Criteria	Proposed Condition	Design Exception Required
Travel Lane	IDM Figure 55-3B	11 ft	N/A	12 ft	No
Usable Shoulder on Bridge	IDM Figure 55-3B	3 ft	N/A	3 ft	No
Paved Shoulder	IDM Figure 55-3B	2 ft	N/A	3 ft	No
Structural Capacity	IDM Figure 55-3B	HL-93	N/A	HL-93	No
Clear Bridge Width	IDM Figure 55-3B, Note 11	30 ft	N/A	30 ft	No
Bridge Railing Performance	IDM Figure 55-3B	TL-2	N/A	TL-3	No

Interpretive signage would be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles would be included with pedestrian access to the bridge. A graphic showing a proposed configuration for this has been developed and can be found in Appendix G.

The wetland located to the east of the bridge would be impacted and require mitigation. The impact and mitigation requirements are the same as previous alternates. See the project maps located in Appendix A. Please note that the wetland boundary and impact numbers are approximated based on the mapping from the US Fish and Wildlife website mapper. The wetland impacts and associated information will be updated upon receipt of the wetland survey and Waters of the US report that is in development.

It is anticipated that approximately 6.487 acres of right-of-way would need to be purchased to pursue this option resulting in a cost of approximately $65,000. The construction cost for this alternative is estimated at $2,188,000 in 2024 dollars. The total cost for this alternative, including right-of-way, rehabilitation of the existing bridge, wetland mitigation, and construction of the new bridge, is estimated at $2,373,000 in 2024 dollars.

This alternative is feasible without the need for design exceptions and meets all primary and secondary goals. This alternative is prudent. The proposed work to the existing bridge is

expected to provide a 25-year service life because vehicle loading will not be applied to the bridge and road salts will not be applied to the existing bridge's road surface. This alternative preserves the select, historic status of the existing bridge and incorporates pedestrian access to the historic bridge.

Further consideration of the present worth of the B1, B2, and D alternatives over the next 100 years for asset life was analyzed and illustrate that Alternative D has the highest present worth. The analysis is a part of appendix I.

V. Minimization and Mitigation

A. Minimization

All concrete work on the existing bridge will match the original architectural styling and details of the historic bridge. Per the "Standard Treatment Approach for Historic Bridges" from the Historic Bridge Programmatic Agreement, INDOT will provide rehabilitation plans to the Indiana SHPO when the design is approximately 30% complete, 60% complete, and when final design plans are complete. Since the project involves a bypass of the historic bridge, the plan submittals will include a site plan and design of the new bridge and the historic bridge. The purpose of these reviews is to evaluate the design and proximity of the new bridge in relationship to the historic bridge, ensure compliance with the Secretary of the Interior's Standards for Rehabilitation, and to incorporate context sensitive design features, where practicable.

A consulting parties meeting (virtual) was held on 7/15/2020. The meeting summary is in Appendix J.

B. Mitigation

INDOT will consult with the Indiana SHPO to decide if photo documentation of the bridge is needed prior to construction. Although not required per the Historic Bridges Programmatic Agreement, as a result of conversation at the consulting parties meeting, INDOT will install interpretive signage at the project location to inform the public about the historic bridge. INDOT will coordinate with SHPO and other consulting parties for content of interpretive signage.

Carroll County has an active historic bridge coalition that promotes the historic bridges in Carroll County. INDOT will coordinate with the coalition for including this bridge into their resources.

VI. Preliminary Preferred Alternative

The recommended preferred alternative for this project is Alternative D, Bypass (non-vehicular use)/Build New Structure. Alternative D meets the project purpose and need and achieves all project goals while maintaining the historic and architectural nature of the existing bridge.

Alternative	Meets Project Purpose & Need and Project Goals	Construction Cost	ROW Amount & Cost	Wetland Mitigation Cost	Total Cost (Inflated to Construction Year)	Feasible and Prudent?
A-No Build	No	$0	$0	$0	$0	Feasible: Yes Prudent: No
B1-Bridge Rehabilitation for Continued Two-way Traffic	No	$878,000	$19,000	$0	$897,000	Feasible: Yes Prudent: No
B2- Bridge Rehabilitation for Continued Two-way Traffic	Yes	$1,227,000	$19,000	$0	$1,246,000	Feasible: Yes Prudent: No
C1-Rehabilitation for Continued One-way Vehicular Use with Adjacent One-Way Bridge	No	-	-	-	-	Feasible: Yes Prudent: No
C2- Rehabilitation for Continued One-way Vehicular Use with Adjacent One-Way Bridge	No	-	-	-	-	Feasible: Yes Prudent: No
D-Bypass (non-vehicular use) New Adjacent Two-Way Bridge	Yes	$2,188,000	$65,000	$120,000	$2,373,000	Feasible: Yes Prudent: Yes

Prescribed by State Board of Accounts

General Form No. 99P (Revised 2009A)

INDIANA DEPARTMENT OF TRANSPORTATION
(Governmental Unit)
INDIANAPOLIS, INDIANA

To:

CARROLL COUNTY COMET
P.O. BOX 26
FLORA, IN 46929

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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 time. The date of publication being as follows:

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IN FAVOR OF

CARROLL COUNTY COMET - I.D. #35-1318496

P.O. BOX 26, FLORA IN 46929

$42.24

Appropriation No. _____

SR 75 BRIDGE PROJECT

LLOWED_____

IN THE SUM OF $ _____

Attest

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

That it is in proper f

That it is duly authe

That it is based upc

That it is apparentl

I certify that th rrect; that the services there in is made were ordered by me anc usiness

_____

Public Notice
Des. No. 1703010

The Indiana Department of Transportation (INDOT) is planning to undertake a bridge project funded in part by the Federal Highway Administration (FHWA). The project is located on State Route (SR) 75 over Middle Fork Wildcat Creek, in Carroll County, Indiana.

Under the preferred alternative, the project proposes to build a new bridge to bypass the existing historic structure. The existing bridge would remain in place due to its status as a "Select" bridge. The new, bypass bridge would not impact the existing arch or its foundations.

The SR 75 Bridge over Middle Fork Wildcat Creek is eligible for the NHRP under Criteria A and C for its historic and engineering significance and is classified as a "Select" bridge by the INDOT Historic Bridge Inventory. Thus, the procedures outlined in Stipulation III.A. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA's Section 106 responsibilities for the project. Per Stipulation III.A. of the HBPA, INDOT will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

To satisfy FHWA's Section 106 responsibilities for the other historic resources that may be in the Area of Potential Effects (APE), FHWA will comply with the requirements of 36 CFR Parts 800.3–800.6. Regarding other resources in the APE, INDOT, on behalf of the FHWA has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in ASC Group, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Harry S. Nikides at ASC Group, Inc., 9375 Castlegate Drive, Indianapolis, Indiana 46256, 317.915.9300, hnikides@ascgroup.net no later than May 14, 2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Jacqueline Hockaday, 574-946-1164, jhockaday@indot.in.gov.

hspaxlp 15t1

Claim No. _____Warrant No. _____

IN FAVOR OF

CARROLL COUNTY COMET - I.D. #35-1318496

P.O. BOX 26, FLORA IN 46929

$42.24

Appropriation No. _____

SR 75 BRIDGE PROJECT

ALLOWED_____

IN THE SUM OF $ _____

Attest

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 it is based upon statutory authority.

That it is apparently correct / incorrect

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



DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic

April 22, 2021

Leah J. Konicki
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

State Agency: Indiana Department of Transportation ("INDOT")
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Indiana Department of Transportation's finding of "No historic properties affected" on behalf of the Federal Highway Administration for the SR 75 bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your April 1, 2021 submission which enclosed INDOT's finding and supporting documentation for the aforementioned project in Democrat Township, Carroll County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board ("Review Board") members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE (http://www.erms.indot.in.gov/Section106Documents/). From there, search by this project's designation number: 1703010.

As previously indicated, regarding buildings and structures, the subject bridge, Bridge No. 075-08-03486 has previously been determined eligible for listing in the National Register of Historic Places ("NRHP"). We agree that there are no other properties listed or eligible for inclusion in the National Register within the APE of the proposed project. Since Bridge No. 075-08-03486, which carries SR 75 over Middle Fork Wildcat Creek is identified as a "Select" Bridge in the *Indiana Historic Bridges Inventory*, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for this project.

Also as previously indicated, in regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Gagliano, 5/11/2020), that archaeological sites 12C724 and 12C725 do not appear eligible for inclusion in the NRHP. A soil core indicated repeated and active flooding and we infer that there is little potential for buried intact cultural deposits. No further archaeological investigations are necessary.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be

reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's April 1, 2021 Section 106 finding of "no historic properties affected" on behalf of FHWA, for this federal undertaking.

We look forward to receiving the 30%, 60% and 90%/final bridge plans for this rehabilitation, after which we will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18.

The structures reviewer on the Indiana SHPO staff for this project is Danielle Kauffmann, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In any future correspondence regarding the bridge project that carries SR 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (Des. No. 1703010), please continue to refer to DHPA No. 25096.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Anne Shaw Kingery, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
April Sievert, Ph.D., Review Board
Christopher Smith, Deputy Director, DNR, and Chairman, Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Kennedy, Mary
To:	Diane Hunter; Michael LaRonge; "tstroshine@tippecanoe.in.gov"; areaplan@carrollcountyin.gov; Tommy Kleckner; "indianabridges@sbcglobal.net"; Bonnie Maxwell; "jamesrich1988@nwcable.net"; "maryloublueeyes@gmail.com"; "joe.mayfield5@gmail.com"
Cc:	Miller, Shaun (INDOT); Leah Konicki; Hockaday, Jacqueline R; Michels, Stewart; Jacob Isenburg; Carmany-George, Karstin (FHWA)
Subject:	FHWA Project: Des. No. 1703010; Photo Documentation, SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana
Date:	Thursday, May 6, 2021 2:43:07 PM
Attachments:	image001.png image002.png image003.png image005.png

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek Bridge Project
Location: Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

Per the request of the SHPO and pursuant to Attachment B of the Indiana Historic Bridges Programmatic Agreement, photo documentation of the bridge has been prepared and is being submitted to the SHPO for review. You can view this documentation electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Regards,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Core work hours: 8:00 AM-2:45 PM Mon-Thurs

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm
**Link to the CRO-Public Web Map App can be found here

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

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May 18, 2021

Mary Kennedy
Indiana Department of Transportation
Cultural Resources Office
100 N. Senate Avenue, Room N758-ES
Indianapolis, Indiana 46204

State Agency: Indiana Department of Transportation ("INDOT")
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Draft photographic documentation for the SR 75 Bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Kennedy:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your May 6, 2021 draft photographic documentation for the aforementioned project in Democrat Township, Carroll County, Indiana.

Thank you for submitting this draft photographic documentation. We are satisfied with the photographs, photo key, and photo log provided. Please submit to our office the final images which we will combine with the documentation provided for our eventual transmittal to the Indiana State Archives. In regard to the local entity who would be willing to retain a copy of this documentation, we note that you have reached out to the Carroll County Historical Society but have yet to receive a reply.

We look forward to receiving the 30%, 60% and 90% final bridge plans for this rehabilitation, after which we will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The structures reviewer on the Indiana SHPO staff for this project is Danielle Kauffmann, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In any future correspondence regarding the bridge project carry SR 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (Des. No. 1703010), please continue to refer to DHPA No. 25096.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Loren Hylton, Carroll County Commissioner, District 1
Steve Pearson, Carroll County Commissioner, District 2 & Vice Chairman
William R. Brown, Carroll County Commissioner, District 3 & Chairman
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Emily Eckardt, Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Dr. James L. Cooper, DePauw University Professor Emeritus of History
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

From:	Kennedy, Mary
To:	DNR DHPAReview
Cc:	Kauffmann, Danielle M; Leah Konicki; Hockaday, Jacqueline R; Michels, Stewart; Jacob Isenburg
Subject:	DHPA submittal: Des. No. 1703010; Final Photo Documentation, SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana
Date:	Friday, June 4, 2021 8:02:01 AM
Attachments:	image001.png image002.png image003.png image004.png image006.png SR75_Des1703010_FinalPhotoDoctoSHPO_2021-06-04.pdf DHPAsubmittal_1703010-finalphotos.pdf

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Hi Miriam,

Please find a submittal form and letter attached for this project. The letter contains a link to download the TIF files and a PDF file of the final photo documentation of this bridge. We are submitting it this way instead of sending a CD or DVD as we might have done in the past after discussing and trying out this transmittal method with Danielle. She will download the files and later transfer the files to the State Archives and incorporate some of the information into SHAARD.

The link to the SharePoint site mentioned in the letter is also here:
SR75MdFkWildcat_Des1703010_FinalPhotos

It is connected to our INDOT CRO HiPriPro Team via Microsoft Teams. It should be set up such that anyone with a State of Indiana account can click on the link & then select & download all the files.

Danielle -As a reminder, you should be able to click on the three dots to the right of the folder name to access the "copy to" function for a quicker transfer to your OneDrive. Please don't hesitate to contact me with any questions.

Thank you,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Core work hours: 8:00 AM-2:45 PM Mon-Thurs

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**Link to the CRO-Public Web Map App can be found here

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 4, 2021

Chad Slider
Assistant Director, Environmental Review
Indiana Department of Natural Resources- Division of Historic Preservation and Archaeology
Indiana Government Center South, Rm. W274
Indianapolis, IN 46204

RE: Dual Review Project, Photo documentation, SR 75 over Middle Fork of Wildcat Creek, Bridge No. 075-08-03486, (NBI No. 24960), Democrat Township, Carroll County, Indiana, Des. No. 1703010, DHPA No. 25096

Dear Mr. Slider,

Under Attachment B of the Indiana Historic Bridges Programmatic Agreement (HBPA), the bridge owner will complete any photo documentation in accordance with the specifications provided by the Indiana State Historic Preservation Officer (SHPO). In your office's letter of February 10, 2021 for this project, you requested digital photo documentation of the bridge. Draft photo documentation was provided to your office on May 6, 2021. Your office responded on May 18, 2021 that the photo documentation was sufficient.

In the May 18 letter, your office requested that we submit a final copy of the information to your office and that you would transmit it to the Indiana State Archives. Per agreed upon procedures between our staffs regarding the transmittal of final photo documentation, at the SharePoint link below, you will find twelve (12) TIF files and one (1) PDF file for download.

SharePoint site:
https://ingov.sharepoint.com/:f:/s/INDOTCROHiPriPro/EuevAnrC18ZEgLwCq9pN_dcBdpWUYE94HoJ3LEeXKvzSLQ?e=aqVNhk

Please note that the Carroll County Historical Society is willing to accept a copy of this documentation and will make it available for public research. We will copy your office on our eventual transmittal of the information to the Carroll County Historical Society.

Within thirty (30) days, please advise us as to the acceptability of the scope and content of the enclosed photographs. If you have any questions regarding this matter, please contact Mary Kennedy of this section at 317-694-3607 or mkennedy@indot.in.gov. It should be noted that a copy of this letter and attachments are available through IN SCOPE at http://erms.indot.in.gov/Section106Documents/.

Thank you in advance for your cooperation.

Sincerely,

Anuradha V. Kumar, Manager
Cultural Resources Office, Environmental Services

Enclosures

emc: Jackie Hockaday, INDOT LaPorte District
Stewart Michels, INDOT LaPorte District
Jacob Isenburg, HWC Engineering
Leah Konicki, ASC Group

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

September 2, 2021

Carroll County Historical Society
Attn: Mark Smith, Carroll County Historian
P.O. Box 277
Delphi, Indiana 46923

RE: Photo documentation:
SR 75 over Wildcat Creek Bridge Project (Bridge No. 075-0-03653B), Des. No. 1601029, DHPA No. 23247; and
SR 75 over Middle Fork of Wildcat Creek, Bridge No. 075-08-03486, (NBI No. 24960), Democrat Township, Carroll County, Indiana, Des. No. 1703010, DHPA No. 25096

Dear Mr. Smith,

Under Attachment B of the Indiana Historic Bridges Programmatic Agreement (HBPA), the bridge owner will complete any photo documentation in accordance with the specifications provided by the Indiana State Historic Preservation Officer (SHPO). The SHPO asked us to reach out to a local, public or non-for-profit institution in Carroll County to retain the photos of these two bridges on SR 75. The institution should retain the photos permanently and make them available to the public. In an email dated May 7, 2021, you indicated on behalf of the Carroll County Historical Society that you would like a DVD of the photos of Bridge No. 075-08-03486. In an email dated July 13, 2021, you indicated you would also accept photos of Bridge No. 075-0-03653B.

Enclosed you will find an archival gold DVD that contains twelve (12) TIF files and one (1) PDF file for each bridge. The TIF files are the individual photos of the bridges. The PDF files contain copies of project location maps, photos of the bridges, photo keys, and the original plans for the bridges.

Thank you very much for your organization's willingness to accept these materials, retain them permanently, and make them available to the public.

If you have any questions regarding this matter, please contact Mary Kennedy of this section at 317-694-3607 or mkennedy@indot.in.gov.

Sincerely,

Anuradha V. Kumar, Manager, Cultural Resources Office
Environmental Services

AVK/MEK/mek
Enclosures

cc: Indiana SHPO

emc: Jackie Hockaday, INDOT LaPorte District
Stewart Michels, INDOT LaPorte District
Jacob Isenburg, HWC Engineering
Leah Konicki, ASC Group
Monica Del Real, American Structurepoint

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 12, 2022

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County
Des. No. 1703010; DHPA No. 25096 – 30 % Plans

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Route (SR) 75 over Middle ~~Folk~~ **Fork** of Wildcat Creek Bridge Project (Des. No. 1703010).

This letter is part of the Section 106 review process for this project. A Section 106 early coordination letter was distributed on February 15, 2020. In addition, a letter distributed on April 24, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on May 12, 2020 notified consulting parties that an archaeology report was available for review and comment. A Consulting Party Meeting was held on July 15, 2020, and a summary of that meeting was distributed on July 27, 2020. A letter distributed on January 11, 2021, notified consulting parties of the availability of the Historic Bridge Alternatives Analysis. On April 1, 2021, consulting parties were notified of the "no historic properties affected" finding for this Section 106 undertaking.

The proposed undertaking is located on SR 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure (≥ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, the bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

HWC is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Structure No. 075-08-03486 is a Select bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the NRHP.

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, one (1) resource, the SR 75 Bridge over the Middle Fork of Wildcat Creek (Structure No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures Inventory [IHSSI] # 015-553-65048), has previously been determined eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified two sites within the project area. As a result of these efforts, sites 12-C-0724 and 12-C-0725 were recommended not eligible for listing in the NRHP and no further work is recommended.

Per Attachment B of the Historic Bridges PA, the 30 percent plans are available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

During the July 15, 2020 Consulting Party Meeting, the alternatives under development were summarized and the project team sought consulting parties' input on the rehabilitation options for this Select bridge. This information was incorporated into the Historic Bridge Alternatives Analysis document and into the Stage 1 (30 percent) plans.

The attached plans were developed as the preferred alternative for this project, which is Alternative D: Bypass (non-vehicular use)/Build New Structure, which was identified as both feasible and prudent. In addition to the bypass, a parking lot and viewing area will be constructed to allow for passing motorists and bridge enthusiasts to view the historic bridge structure. An interpretive sign will be installed for visitors to read about the history of the bridge and the proposed design for the sign will be included in a future plan submittal. The proposed locations of the parking area and sign can be seen on Sheet 9 of the attached plans.

In addition to any general comments on the enclosed plans, the design team also requests input from consulting parties regarding the interpretive sign's content and composition. To aid in providing feedback, six examples of interpretive signs of different size, material, format, and content are provided. Specific comments would be appreciated related to what elements of the examples appeal to consulting parties for the design of the SR 75 sign. Additionally, any other ideas consulting parties have for the sign will be taken into consideration. If consulting parties have any historic images of the bridge or any other relevant information, we would appreciate receiving it for consideration in the sign design.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Sincerely,

Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures: Plan sheets, Interpretive Sign Examples

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Bonnie Maxwell, Heartland Heritage, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community
James Rich, Adams Mill, Inc.
Mary Blue, Promoting Wildcat Valley
Joe Mayfield, Delphi Preservation Society




39th Street Bridge over Fall Creek
The 39th Street Bridge over Fall Creek is an Indiana limestone-faced structure constructed in 1905 by the Marion County Construction Company. Henry W. Klaussman designed it in the decorative Beaux Arts style popularized by the World's Columbian Exposition held in Chicago in 1893. The bridge's three Melan arches are supported by square limestone abutments on each bank and triangular cutwater piers in the Fall Creek. Scallop shells decorate the tops of the piers. The rails are constructed of three courses of limestone with diamond-shaped cutouts in the top course.




MARION COUNTY BRIDGE NO. 0501F
YEAR CONSTRUCTED: 1942
YEARS REHABILITATED: 1963, 1966, 1971, 1975, 1980, 1988, 2008
MARION 0501F CONSISTS OF TWO WARREN PONY TRUSS APPROACH SPANS AND TWO PARKER THROUGH TRUSS INTERIOR SPANS. THE PARKER THROUGH TRUSS SPANS ARE THE ONLY REMAINING SPANS OF THIS TYPE REMAINING IN MARION COUNTY. THIS STRUCTURE WAS CONSTRUCTED ON THE OLD ROUTE 100, ALSO KNOWN AS STATE ROUTE 534, WHICH WAS DEVELOPED TO SUPPORT GROUND TRANSPORTATION NEEDS OF FORT BENJAMIN HARRISON AND EXPEDITE TROOP MOVEMENTS TO OTHER MILITARY BASES WITHIN THE MIDWEST. CONSTRUCTION WAS COMPLETED IN NOVEMBER OF 1942 FOR A TOTAL COST OF $175,000. MARION 0501F WAS LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES ON SEPTEMBER 20, 2006.

Example 3

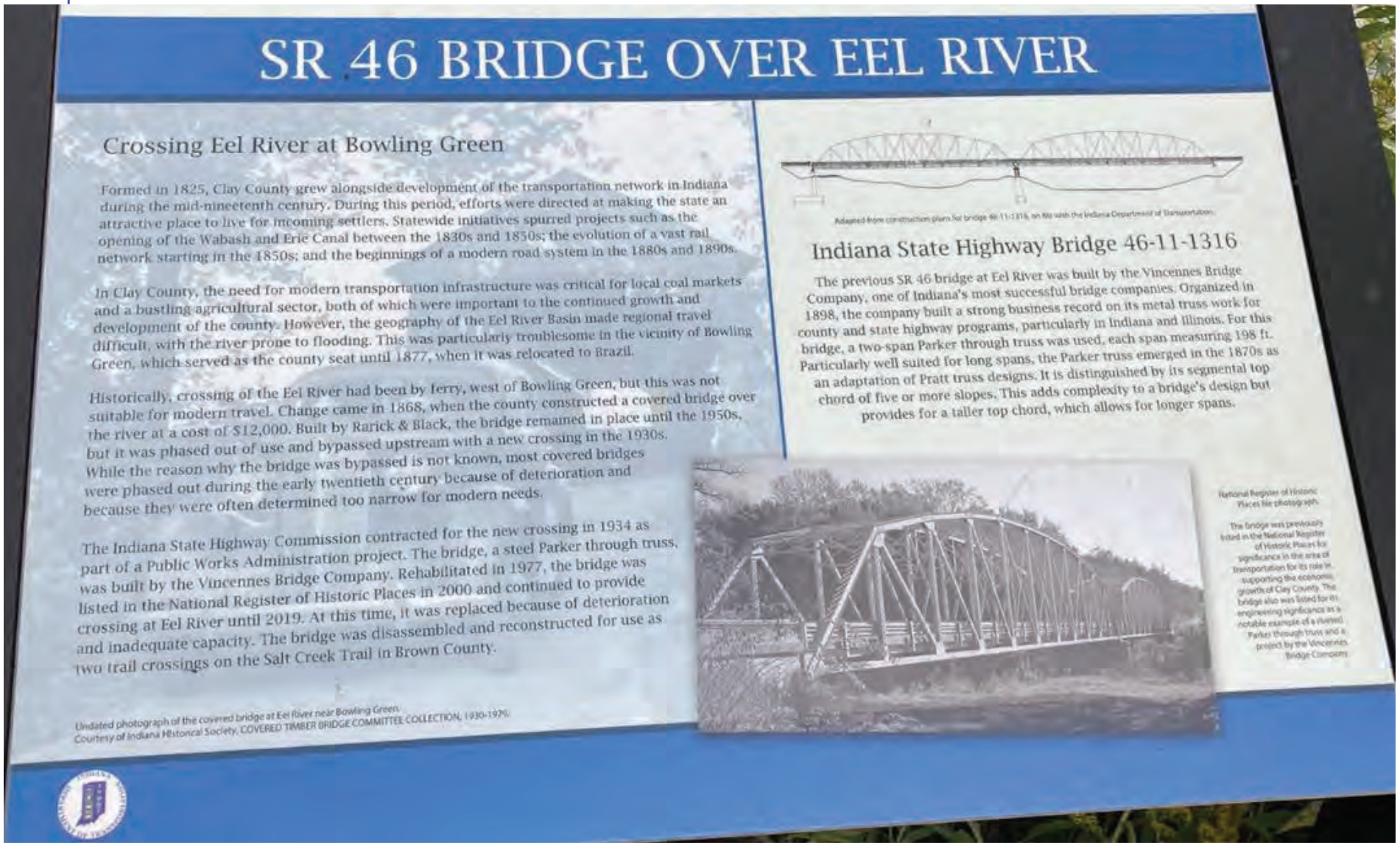



Living in a Historic Garden Neighborhood
in the Heart of the City

Example 4


A Glimpse of History along Gas Creek
A stone arch culvert was constructed at this location between 1860 and 1880. The exact year the culvert was built is unknown, but many believe the culvert was constructed at the same time a mill was built along Gas Creek in 1869. Gas Creek was diverted to power the mill and assist in the production of woolen blankets, clothing, and flour through the end of the nineteenth century. The culvert, built using Indiana limestone, was one of the largest examples in the State of Indiana at 16.3 feet wide and 87 feet long. It was in service until 2020 when it was replaced with a modern structure.
This photo (looking northwest), likely dating from the late 19th century, shows the historic culvert (bottom left) in relationship to the former mill along Gas Creek (upper right). Image located in Greensburg Community Centennial booklet and Reflections . . . The History of Decatur County.
Historic culvert as it looked in 2018 (looking southeast).
Sign provided by funding from the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) to comply with Section 106 of the National Historic Preservation Act through a Memorandum of Agreement between FHWA, INDOT and the Indiana State Historic Preservation Officer (IN SHPO).





Detail of interpretive signage at SR 46 crossing of the Eel River



Looking east at sign at SR 42 over Eel River in August 2021.



Detail of sign.

Plans have been removed as they are no longer applicable to the project

From:	Leah Konicki
To:	"BMccord@dnr.IN.gov"; "tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "Tommy Kleckner"; "indianabridges@sbcglobal.net"; "Bonnie Maxwell"; "jamesrich1988@nwcable.net"; "mayloublueeyes@gmail.com"; "joe.mayfield5@gmail.com"
Cc:	"Kennedy, Mary"; "StBenczik@indot.IN.gov"; "Hockaday, Jacqueline R"; "knethercutt@indot.in.gov"; "kvincent@indot.in.gov"; "Klevitsky, Gregory"; "Jacob Isenburg"; Harry Nikides; Jenna Garrison; Lukas Sipe; Ben Kelley
Subject:	FHWA Project: Des. No 1703010; 30% Plans; SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana
Date:	Wednesday, January 12, 2022 3:42:07 PM

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek Bridge Project
Location: Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

Per Attachment B of the Historic Bridges PA, the 30% plans for this bridge are available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond with your request as soon as you can.

In addition to any comments on the plans, we specifically are seeking input on the proposed design of the interpretive sign that will be incorporated into this project. Please see the letter accompanying the plans for more information.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Leah J. Konicki
Principal Investigator - Architectural Historian
Cultural Resources Manager

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

From:	Kennedy, Mary
To:	Paul Brandenburg; Diane Hunter; Michael LaRonge
Cc:	Leah Konicki; Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA)
Subject:	FHWA Project: Des. No 1703010; 30% Plans; SR 75 over Middle Fork of Wildcat Creek, Carroll County, Indiana
Date:	Wednesday, January 12, 2022 4:23:53 PM
Attachments:	image002.png image003.png image004.png image006.png

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek Bridge Project
Location: Carroll County, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Route (SR) 75 over Middle Folk of Wildcat Creek Bridge Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

Per Attachment B of the Historic Bridges PA, the 30% plans for this bridge are available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond with your request as soon as you can.

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Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Core work hours: 8:00 AM-2:45 PM Mon-Thurs
Typically on site Tues; Remote Mon, Weds, Thurs

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

February 7, 2022

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

State Agency: Indiana Department of Transportation ("INDOT")
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: 30% plans for the SR 75 bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA No. 25096)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your January 12, 2022, submission which enclosed the 30% bridge plans for the aforementioned project in Democrat Township, Carroll County, Indiana.

Bridge No. 075-08-03486, which carries SR 75 over the Middle Fork of Wildcat Creek is a "Select" Bridge in the *Indiana Historic Bridges Inventory* and determined eligible for inclusion in the National Register of Historic Places.

Thank you for providing the 30% bridge plans. Regarding the plans, we have no concerns or comments at this time. Regarding the proposed interpretive signs, we appreciate the inclusion of six examples that could be implemented for this bridge. As this bridge will be bypassed and a vehicular turn-off will be created so that members of the public may walk to the bridge, we have no strong preference as to the type of signage as long as pertinent information is presented. Examples 2 and 6 were installed in less pedestrian-friendly locations and are seen primarily from those driving down the road, but in the case of the SR 75 bridge over Middle Fork Wildcat Creek, the public will be able to visit and read the sign away from the active roadway. What may dictate the design of the sign is the amount of information with supplemental photographs or images to accompany the text. If Carroll County has a design for other historic bridge interpretation, that template could be sufficient as well in order to create a cohesive look throughout the county, whether based on appearance, size, amount of information provided, etc. Examples 1, 2, and 6 appear to be designs that could withstand the elements, but examples 3, 4, 5 provide a more visually appealing design with maps and photographs to aid the reader. If any other consulting party possesses strong inclinations toward the design of the interpretative signage, we are open to those considerations.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana

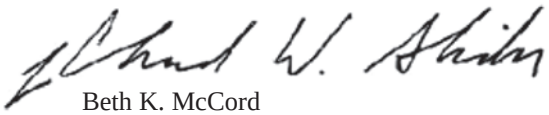
Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

We look forward to receiving the 60% and 90%/final bridge plans for this rehabilitation, after which we will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18.

The structures reviewer on the Indiana SHPO staff for this project is Danielle Kauffmann, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In any future correspondence regarding the bridge project that carries SR 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (Des. No. 1703010), please continue to refer to DHPA No. 25096.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Carroll County Commissioners
Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society

Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 24, 2022

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County
Des. No. 1703010; DHPA No. 25096 – 60 % Plans

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Road (SR) 75 over Middle Fork Wildcat Creek Bridge Project (Des. No. 1703010).

This letter is part of the Section 106 review process for this project. A Section 106 early coordination letter was distributed on February 15, 2020. In addition, a letter distributed on April 24, 2020, notified consulting parties that a historic property report was available for review and comment. A letter distributed on May 12, 2020, notified consulting parties that an archaeology report was available for review and comment. A Consulting Party Meeting was held on July 15, 2020, and a summary of that meeting was distributed on July 27, 2020. A letter distributed on January 11, 2021, notified consulting parties of the availability of the Historic Bridge Alternatives Analysis. On April 1, 2021, consulting parties were notified of the "no historic properties affected" finding for this Section 106 undertaking.

The proposed undertaking is located on SR 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure ($\geq$ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, the bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

HWC is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process. Entities that have accepted consulting party status are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Structure No. 075-08-03486 is a Select bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the NRHP.

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, one (1) resource, the SR 75 Bridge over the Middle Fork Wildcat Creek (Structure No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures Inventory [IHSSI] # 015-553-65048), has previously been determined eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified two sites within the project area. As a result of these efforts, sites 12-C-0724 and 12-C-0725 were recommended not eligible for listing in the NRHP and no further work is recommended.

Per Attachment B of the Historic Bridges PA, the 60 percent plans are available for review in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

During the July 15, 2020, Consulting Party Meeting, the alternatives under development were summarized and the project team sought consulting parties' input on the rehabilitation options for this Select bridge. This information was incorporated into the Historic Bridge Alternatives Analysis document and into the Stage 1 (30 percent) plans.

The 30 percent plans were distributed to consulting parties for review per the Historic Bridges PA on January 12, 2022. The State Historic Preservation Office (SHPO) responded by letter dated February 7, 2022, and stated that there were no concerns or comments on the 30 percent bridge plans at this time. Regarding the proposed interpretive signs, SHPO stated, "we appreciate the inclusion of six examples that could be implemented for this bridge. As this bridge will be bypassed and a vehicular turn-off will be created so that members of the public may walk to the bridge, we have no strong preference as to the type of signage as long as pertinent information is presented. Examples 2 and 6 were installed in less pedestrian-friendly locations and are seen primarily from those driving down the road, but in the case of the SR 75 bridge over Middle Fork Wildcat Creek, the public will be able to visit and read the sign away from the active roadway. What may dictate the design of the sign is the amount of information with supplemental photographs or images to accompany the text. If Carroll County has a design for other historic bridge interpretation, that template could be sufficient as well in order to create a cohesive look throughout the county, whether based on appearance, size, amount of information provided, etc. Examples 1, 2, and 6 appear to be designs that could withstand the elements, but examples 3, 4, 5 provide a more visually appealing design with maps and photographs to aid the reader. If any other consulting party possesses strong inclinations toward the design of the interpretative signage, we are open to those considerations."

No other consulting parties commented on the 30 percent plans, but INDOT has received comments opposing the preferred alternative from nearby property owners. This has been covered in local newspapers, including the article at the following link: https://www.carrollcountycomet.com/articles/indots-concept-plan-for-sr75-puts-a-kink-in-the-road/.

The attached 60% plans were further developed for the preferred alternative for this project, which is Alternative D: Bypass (non-vehicular use)/Build New Structure. The summary of changes from the 30 percent plans to the 60 percent plans include the following:

- Typical Cross Sections
  - Updated pavement design per Memo 22-03; Pavement Design will be updated again once finalized
- Location Control Route Survey
  - Plan sheet developed and added
- Plat No. 1
  - Plan sheet developed and added
- Plan and Profile
  - Moved guardrail details to Roadway Construction Details sheets
  - Finalized right-of-way
  - Added ditch grades and drainage structures to profile
- Roadway Construction Details
  - Plan sheets developed and added
  - Pavement sections for Drives
  - Guardrail items
  - Seeding

- Parking Lot and Pedestrian Path Details
  - Plan sheets developed and added
  - Includes geometry, spot elevations, and grades for proposed parking area and pedestrian paths for Historic Bridge viewing
  - Detail for Historic Sign included
- Grading Plan and Drainage Details
  - Plan sheets developed and added
  - Proposed contours for roadway embankments and ditch grading shown and labeled
  - Proposed drainage structures shown and labeled
- Erosion Control
  - Plan sheets developed and added
  - Stormwater Management items included and quantified
  - Details finalized
- Pavement Markings and Signage Details
  - Plan sheets developed and added
  - Shows all pavement grooving, markings, corrugations, and markers
  - Signs to be removed or not disturbed shown
  - Pavement markings for parking lot area included
- Layout
  - Earthwork Tabulation added
  - Riprap quantified
  - Plan view updated to show proposed contours
- Existing Structure Repair Details
  - Plan sheets developed and added
  - Repair methods and details finalized and quantified
- Bridge Summary
  - Plan sheet developed and added
  - Table will be filled in for future submittals
- Roadway Summary
  - Plan sheets developed and added
  - Tables started and will be completed for future submittals
- Drive Sections
  - Plan sheets developed and added

In addition to any general comments on the enclosed plans, the design team also requests input from consulting parties regarding the interpretive sign's content and composition. A draft of the sign text is attached to this letter for consulting party review and comment. Additionally, any other ideas consulting parties have for the sign will be taken into consideration. If consulting parties have any historic images of the bridge or any other relevant information, we would appreciate receiving it for consideration in the sign design. Some other potential content for the sign includes the original plans for the arch bridge, general images related to World War II construction, or construction photos of concrete arch bridges.

For questions concerning specific project details, you may contact Douglas Terpstra of ASC Group, Inc., at 614-268-2514, ext. 3556, or dterpstra@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Douglas Terpstra
Principal Investigator – Architectural Historian
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, OH 43229
dterpstra@ascgroup.net.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Acting Manager
Cultural Resources Office
Environmental Services

Enclosures: Plan sheets, Interpretive Sign Examples **Examples removed**

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Paul Brandenburg, Indiana Historic Spans Task Force
Bonnie Maxwell, Heartland Heritage, Inc.
Miami Tribe of Oklahoma
Forest County Potawatomi Community
James Rich, Adams Mill, Inc.
Mary Blue, Promoting Wildcat Valley
Joe Mayfield, Delphi Preservation Society

Plans have been removed as they are no longer applicable to the project

SR 75 Bridge
Des. No. 1703010
Bridge Number 075-08-03486 on State Road 75 over Middle Fork of Wildcat Creek
1.64 miles North of SR 26 in Democrat Township, Carroll County, Indiana
7-29-2022

Historic sign text:

This structure, that carried the former alignment of SR 75 over the Middle Fork of Wildcat Creek, was built in 1942 and is an example of a closed spandrel concrete arch constructed without structural steel due to material shortages during World War II. Closed spandrel arches, with a solid wall between the arch ring and the deck, were used primarily for short span lengths. The spandrel wall retains fill material that bears the live loads carried by the bridge. Before World War II, the closed spandrel arch bridge made up one-fifth of the bridges designed and constructed by the ISHC. At the outbreak of war in Europe, even prior to the U.S. entry in December 1941, the federal government began to reduce its funding for nonessential highway projects. The essential highway projects were those related to wartime needs, such as military facilities and defense plants. The Defense Highway Act of 1941 provided federal funds for access roads to facilities and strategic highways for a general national defense network.

The Indiana State Highway Commission (ISHC), following the U.S. entry into the war, restricted most highway contracts to the 1,143 miles of state highways that the federal Bureau of Public Roads designated as part of the strategic network for the movement of troops and war materials. The state soon saw shortages of labor and materials for highway and bridge construction, especially steel for bridge construction and for reinforcing concrete. In order to conserve steel, concrete structures were made thicker and concrete bridges were constructed as “gravity-type concrete arches.” The ISHC awarded five contracts for this latter type of concrete bridge that did not utilize steel reinforcing bars (rebar) in 1942. This bridge over the Middle Fork of Wildcat Creek is one of two still extant. The other example is located in Crawford County.

Footnote to insert onto lower right corner of sign:
Sign provided by funding from the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) to comply with Section 106 of the National Historic Preservation Act.

From:	Doug Terpstra
To:	"bmccord@dnr.in.gov"; "Tstroshine@tippecanoe.in.gov"; "areaplan@carrollcountyin.gov"; "indianabridges@sbcglobal.net"; "tkleckner@indianalandmarks.org"; "bmaxwell62@gmail.com"; "jamesrich1988@nwcable.net"; "maryloublueeyes@gmail.com"; "joe.mayfield5@gmail.com"
Cc:	Harry Nikides; Clerical; Jacob Isenburg; "lsipe@hwcengineering.com"; Hockaday, Jacqueline R; Klevitsky, Gregory; Coon, Matthew; Branigin, Susan
Subject:	FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County
Date:	Wednesday, August 24, 2022 1:31:14 PM

Des. No.: 1703010
Project Description SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 75 over the Middle Fork of Wildcat Creek Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, the 60% plans for the project have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Douglas Terpstra
Project Manager/Principal Investigator-Architectural History

ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229
614.268.2514 (office)
614.396.7367 (direct)
614.586.6367 (cell)

From: Kennedy, Mary [mailto:MKENNEDY@indot.IN.gov]
Sent: Wednesday, August 24, 2022 4:40 PM
To: adamsmillinc@gmail.com; Paul Brandenburg <paul@prbrandy.com>; THPO@MiamiNation.com; Benjamin Rhodd <benjamin.rhodd@fcp-nsn.gov>
Cc: Doug Terpstra <dterpstra@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Coon, Matthew <mcoon@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>
Subject: FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County

Des. No.: 1703010
Project Description SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 75 over the Middle Fork of Wildcat Creek Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, the 60% plans for the project have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Typically on site Mon, Tues & Thurs; Remote Weds





From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Sent: Thursday, August 25, 2022 9:54 AM
To: Kennedy, Mary
Subject: RE: FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County

Follow Up Flag: Follow up
Flag Status: Flagged

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

Ms. Kennedy,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer
Forest County Potawatomi
Historic Preservation Office
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474
Email: Benjamin.Rhodd@fcp-nsn.gov
www.fcpotawatomi.com

From:	Paul Brandenburg
To:	Kennedy, Mary
Cc:	Doug Terpstra; Jacob Isenburg; Coon, Matthew; Carmany-George, Karstin (FHWA); adamsmillinc@gmail.com; THPO@MiamiNation.com; Benjamin Rhodd; emerritt@savingplaces.org; Tommy Kleckner; kitty@historicbridgefoundation.com; Bonnie Maxwell; dan.mccain@gmail.com
Subject:	RE: FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County
Date:	Wednesday, September 14, 2022 5:08:10 PM
Attachments:	image001.png image002.png image003.png image005.png

Dear Ms. Kennedy – My thanks for the opportunity to review the 60% Plans for the following project and provide comment:

Des. No.: 1703010

Project Description: SR 75 over Middle Fork of Wildcat Creek Bridge Project

Location: Carroll County, Indiana

In reviewing these plans, I wish to thank INDOT for the attention given to the requirements outlined by the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA). Having served on the Taskforce that authored the Historic Bridges PA, I am pleased that it has provided the fundamental framework for managing the stewardship of Indiana's historic bridges for the past sixteen years.

As noted in the 60% Plan documentation, SR 75 over Middle Fork of Wildcat Creek Bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The specifics for this determination are identified in ***Volume 2: Listing of Historic and Non-Historic Bridges*** (INDOT CC No. 050108 Dated: April 2008) as follows:

Carroll Bridge No. 075-08-03486 NBI No.24960 Recommended eligible

Latitude (degrees/minutes) 40 / 265 Longitude (degrees/minutes) 86 / 315 111C
Unreinforced concrete arch

This bridge is eligible under Criterion A as it … has a direct and important association with a significant historic program or project at the state or local level. Further, it retains the historic integrity necessary to convey its historical significance.

Rationale: Constructed during World War II by ISHC, eliminating the use of structural steel due to shortage during the war.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge

construction, design, or engineering and it retains the historic integrity necessary to convey its engineering significance.

Rationale: This bridge is distinctive because it exemplifies an uncommon highway bridge type in Indiana.

The IHBI also identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge." The preferred Alternative D: Bypass (non-vehicular use)/Build New Structure outlined in the 60% plans clearly meets the requirements for the treatment of a Select bridge under the Historic Bridge PA.

But we understand that INDOT has received comments opposing the preferred alternative from nearby property owners, and this opposition has been a topic of discussion within the community. Accordingly, we wish to suggest reconsideration of an alternative that would allow for a rehabilitated / reconstructed concrete arch structure in order to retain the current alignment for vehicular use. This was reviewed early in the project planning process and determined not feasible. Our understanding is that this was due to the need for the construction to avoid the use of structural steel in order to remain historically accurate. But what if an alternative reinforcement agent such as carbon fiber were incorporated into an arch structure using the historical plans as a guide? We believe this would be in alignment with the Secretary of the Interior's Standards for Rehabilitation. For example, the Standards state for building reconstruction: "Where non-visible features of the building are concerned, such as interior structural systems, contemporary materials and technology may be used." Extending this example to the use of a non-visible non-steel reinforcement agent in a rehabilitated / reconstructed structure would meet the stated rationale for both Criteria A and C in the National Register determination. Further, this alternative would meet the requirements of the PA and would likely simplify the overall project.

In suggesting this alternative, we recognize that the removal of a considerable part of the existing structure may be necessary during the rehabilitation / reconstruction process. However, we think the benefits of the compromise would outweigh this disadvantage, because it would retain the historic bridge for vehicular use and would avoid altogether the need to build a bypass. Further, the need to widen the arch and the inclusion of historically sensitive crash test railing can be accommodated, as has been the case in other concrete arch rehabilitation projects such as the Carrollton Bridge.

I have discussed this alternative with members of the preservation community in Carroll County, as well as Tommy Kleckner of Indiana Landmarks, Kitty Henderson of the Historic Bridge Foundation, and Betsy Merritt of the National Trust for Historic Preservation. All support investigating this as a potential outcome for this project.

Our thanks for the opportunity to comment and we look forward to working with SHPO, INDOT and FHWA.

Sincerely,

Paul R Brandenburg.

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Wednesday, August 24, 2022 4:40 PM
To: adamsmillinc@gmail.com; Paul Brandenburg <paul@prbrandy.com>; THPO@MiamiNation.com; Benjamin Rhodd <benjamin.rhodd@fcp-nsn.gov>
Cc: Doug Terpstra <dterpstra@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Coon, Matthew <mcoon@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>
Subject: FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County

Des. No.: 1703010
Project Description SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

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As part of Section 106 of the National Historic Preservation Act, the 60% plans for the project have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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Thank you in advance for your input,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204

From:	Kennedy, Mary
To:	Paul Brandenburg
Cc:	Doug Terpstra; Jacob Isenburg; Coon, Matthew; Carmany-George, Karstin (FHWA); adamsmillinc@gmail.com; THPO@MiamiNation.com; Benjamin Rhodd; emerritt@savingplaces.org; Tommy Kleckner; kitty@historicbridgefoundation.com; Bonnie Maxwell; dan.mccain@gmail.com; Hockaday, Jacqueline R; Kauffmann, Danielle M; Slider, Chad (DNR); McCord, Beth K; Klevitsky, Gregory; Branigin, Susan
Subject:	RE: FHWA Project: Des No 1703010; 60% plans submission, SR 75 over Middle Fork Wildcat Creek, Carroll County
Date:	Thursday, September 15, 2022 10:01:37 AM
Attachments:	image001.png image002.png image003.png image005.png

Paul,

As always, we appreciate your input on historic bridge projects. Thank you for the comments and for proposing a unique idea for consideration in response to some of the opposition to the current preferred alternative that we've heard. I've copied the INDOT project manager, INDOT bridge staff, and the SHPO review staff so they can be aware of the information you've provided as well. INDOT will take your proposed alternative into consideration. After we've had a chance to investigate it further, we'll respond back to all consulting parties as to whether we think it's a viable alternative to pursue.

Regards,

Mary E. Kennedy
Historic Bridge Specialist
100 N. Senate Ave., Room N758-ES
Indianapolis, IN 46204
Email: mkennedy@indot.in.gov
Phone: 317-694-3607
Typically on site Mon, Tues & Thurs; Remote Weds

*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: https://www.in.gov/indot/3217.htm
**Link to the CRO-Public Web Map App can be found here

From: Paul Brandenburg <paul@prbrandy.com>
Sent: Wednesday, September 14, 2022 5:08 PM
To: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Cc: Doug Terpstra <dterpstra@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Coon, Matthew <mcoon@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; adamsmillinc@gmail.com; THPO@MiamiNation.com; Benjamin Rhodd <benjamin.rhodd@fcp-nsn.gov>; emerritt@savingplaces.org; Tommy Kleckner <tkleckner@indianalandmarks.org>; kitty@historicbridgefoundation.com; Bonnie Maxwell <bmaxwell62@gmail.com>; dan.mccain@gmail.com

From:	Mark Smith
To:	Kauffmann, Danielle M
Cc:	Carmany-George, Karstin (FHWA); Kennedy, Mary; Coon, Matthew; Branigin, Susan; Doug Terpstra; eeckardt@indianalandmarks.org; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchighway@centurylink.net; tstroshine@tippecanoe.in.gov; areaplan@carrollcountyin.gov; lwalls@carrollcountyedc.com; carrollcountycchs@gmail.com; Paul Brandenburg; spansaver@hotmail.com; Nathan Holth; kitty@historicbridgefoundation.com; bmaxwell62@gmail.com; joe.mayfield5@gmail.com; gnyberg@nicheslandtrust.org; dan.mccain@gmail.com; julia@carrollcountychamber.com; maryloublueeyes@gmail.com; Brier, Dale; rpars17542@aol.com; Keller@indy.net; amsu@sbcglobal.net; Jason Larrison; Lighty, Chandler; McCord, Beth K; Mueller, Ryan; anneshaw1334@gmail.com; ASievert@indiana.edu
Subject:	Re: DHPA Response Letter - 60% plans for SR 75 Bridge over Middle Fork Wildcat Creek, Carroll Co. (Des. No. 1703010; DHPA 25096)
Date:	Thursday, September 22, 2022 9:46:04 AM

Received, thank you.

On Thu, Sep 22, 2022 at 9:34 AM Kauffmann, Danielle M <DKauffmann@dnr.in.gov> wrote:

> A hard copy of this letter will not be mailed unless requested.
>
> The attached is being provided for information purposes. Please do not reply to the e-mail unless you do not receive attachments. If you have questions or need additional information, please contact the Division of Historic Preservation & Archaeology at 317-232-1646. Thank you.
>
> Indiana Department of Natural Resources
>
> Division of Historic Preservation and Archaeology
>
> 402 West Washington Street, Room W274
>
> Indianapolis, Indiana 46204
>
> Phone: 317-232-1646
>
> Danielle M Kauffmann
>
> Director of Engagement
>
> Indiana Department of Natural Resources
>
> Division of Historic Preservation and Archaeology
>
> 402 W. Washington St., Rm W274
>
> Indianapolis, IN 46204

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

HISTORIC PRESERVATION AND ARCHAEOLOGY

September 22, 2022

Douglas Terpstra
Principal Investigator – Architectural Historian
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

State Agency: Indiana Department of Transportation ("INDOT")
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: 60% plans for the SR 75 bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA No. 25096)

Dear Mr. Terpstra:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, the Section 106 "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"), Indiana Code 14-21-1-18, and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your August 24, 2022, submission which enclosed the 60% bridge plans for the aforementioned project in Democrat Township, Carroll County, Indiana.

Bridge No. 075-08-03486, which carries SR 75 over the Middle Fork of Wildcat Creek is a "Select" Bridge in the *Indiana Historic Bridges Inventory* and determined eligible for inclusion in the National Register of Historic Places.

Thank you for providing the 60% bridge plans. Regarding the updates made since the 30% plans, we have no additional concerns or comments to suggest. We note that since the receipt of the 30% plans, there has been public opposition to the proposed alternative of bypassing the historic bridge. We appreciate the comments made by Paul Brandenburg sent via email on September 14th introducing a potentially new alternative that may alleviate some of the public's concerns of the road realignment. We echo his sentiments and agree that the usage of carbon fiber instead of steel may resolve both concerns – the historic bridge is rehabbed appropriately following the Secretary of Interior's Standards for Rehabilitation, and the roadway would not need to be realigned in order to bypass the historic bridge and construct a new bridge. We hope that INDOT and the project team give this proposal consideration.

Regarding the proposed interpretive signs, as previously indicated, we appreciate the inclusion of six examples that could be implemented for this bridge. Examples 1, 2, and 6 appear to be designs that can withstand the elements, but examples 3, 4, and 5 provide a more visually appealing design with maps and photographs to aid the reader. We have no strong preference as to the type of signage as long as pertinent information is presented.

Regarding the proposed text for the signage, we only have two minor suggestions. The Indiana State Highway Commission (ISHC) is abbreviated in the first paragraph, but then typed out and abbreviated in the second paragraph. For clarity, the first instance of the abbreviation should have the typed-out version included. Also, in the second paragraph, we suggest removing "for highway and bridge construction" in the second sentence as it is somewhat redundant to the remainder of the sentence.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless the preferred alternative changes, we look forward to receiving the 90%/final bridge plans for this rehabilitation, after which we will decide whether it is appropriate to issue a Director's Letter of Clearance for the project, indicating compliance with Indiana Code 14-21-1-18.

The structures reviewer on the Indiana SHPO staff for this project is Danielle Kauffmann, and the archaeological reviewer is Beth McCord. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

In any future correspondence regarding the bridge project that carries SR 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (Des. No. 1703010), please continue to refer to DHPA No. 25096.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Mary Kennedy, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Douglas Terpstra, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:
Carroll County Commissioners
Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development

Indiana Landmarks Western Regional Office
Mark Smith, Carroll County Historian
Steve Mulligan, Carroll County Historical Society
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust

Dan McCain, Carroll County Wabash & Erie Canal
Julia Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, INDNR, Division of Outdoor Recreation
Rich Parsons, Wildcat Guardians

SHORT REPORT FORMAT

An Addendum to a Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed SR 75 Bridge Project (Des. Nos. 1703010 and 2101206) over the Middle Fork of Wildcat Creek, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana

By

Sarah Terheide

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

Submitted To:
Jason Isenburg
HWC Engineering
135 North Pennsylvania Street, Suite 2800
Indianapolis, Indiana 46204
jisenburg@hwcengineering.com

August 25, 2022



Andrea Crider, MA, RPA, Principal Investigator

ASC GROUP, INC.
CULTURAL • ENVIRONMENTAL • HAZARDOUS
EVALUATION & CONSULTING

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

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

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

Name(s) of author(s)	Date *(month, day, year)*
Sarah Terheide	August 25, 2022

Title of project
An Addendum to a Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed SR 75 Bridge Project (Des. Nos. 1703010 and 2101206) over the Middle Fork of Wildcat Creek, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana

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

Name(s) of author(s) of previous report
Dawn Walter Gagliano, MA

Title of previous report
Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed SR 75 Bridge Project (Des. No. 1703010) over the Middle Fork of Wildcat Creek, 3.7 kilometers (2.3 miles) south of Cutler, in Democrat Township, Carroll County, Indiana

Date of previous report *(month, day, year)*	DHPA number
May 11, 2020	25096

PROJECT OVERVIEW

Description of project
The State Road (SR) 75 over the Middle Fork of Wildcat Creek Bridge Project was originally associated with the Indiana Department of Transportation (INDOT) Des. No. 1703010 only. A second Des. No. has been assigned in order to separate the two phases of work at this SR 75 crossing. The proposed projects seek to rehabilitate the existing historical bridge carrying SR 75 over the Middle Fork of Wildcat Creek (Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960) [Des. No. 1703010] and to construct a new bridge for traffic crossing of the Middle Fork of Wildcat Creek, which will bypass the existing historical structure (Des. No. 2101206). A 1.5-meter (m) [5-foot (ft)] wide pedestrian path with a fence lining the path would be added west of the existing bridge and would end at a pedestrian viewing area. A second 1.5-m (5-ft) wide pedestrian path would extend from the parking area to approximately the center of the bridge. The new portion of the project is designed to preserve the historic bridge carrying SR 75 over the Middle Fork of Wildcat Creek (Structure No. 075-08-03486; NBI No. 24960) and to add the pedestrian trails described above. This structure was designated as a Select structure in the Indiana Historic Bridge Inventory Volume 4: List of Select and Non-Select Bridges (M&H Architecture, Inc. 2010a). Select bridges are defined as "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge" (M&H Architecture, Inc. 2010b). This historic bridge was recommended eligible for inclusion on the National Register of Historic Places (NRHP) under Criteria A and C for its historic and architectural significance. Due to its designation as a Select historic bridge and its NRHP eligibility, the bridge in place cannot be demolished or heavily altered as a result of this project. A structure number and NBI number have not yet been assigned for the new bridge. These projects will include rehabilitation of the existing historical bridge and surrounding pavement, followed by the construction of a new 36.9-m (121-ft) long, 11.9-m (39-ft) wide structure. This new bridge will be a three-span continuous composite pre-stressed concrete I-beam, Type II bridge. The survey area for the original report was centered around this initial Des. No. 1703010. The area surveyed in this addendum report encompasses the additional right-of-way needed to relocate a residential driveway needed for the bypass as two new houses were built after the original 2020 survey (Des. No. 2101206).

The need for the project is due to the deteriorating condition of the existing historic bridge (Structure No. 075-08-03486; NBI No. 24960). The bridge railings are cracking, spalling, and are not up to current roadway standards. The bridge's superstructure has areas of cracking and leaching through the construction joints, as well as spalling. The substructure is also exhibiting spalling and cracking. The channel has begun to develop a meander that flows against the northeast corner of the bridge. The channel has no channel protection under the bridge and has developed undercutting. The bridge is exhibiting some scour at the northeast corner of the abutment and wing wall that has exposed the top of the northeast bridge footer. The purpose of this project is to improve the condition of Structure No. 075-08-03486 and provide a vehicular crossing over the Middle Fork of Wildcat Creek along SR 75.

INDOT designation number(s)	Project number	DHPA number	DHPA plan number
1703010 and 2101206	IN-770		

Prepared for: *(Company / Institution / Agency)*
HWC Engineering

Name of contact
Jacob Isenburg

List sites.
None

Describe landforms.

Number of shovel probes excavated	Number of cores / auger probes
5	0

Describe disturbances. Attach photographs documenting disturbances.
Gravel driveways, new construction.

Actual area surveyed *(hectares)*	Actual area surveyed *(acres)*
0.13	0.32

Explain results of fieldwork.
The area surveyed for this addendum extended through a residential yard of a newly constructed house which was formerly an agricultural field. This yard runs along SR 75, north of the Middle Fork of Wildcat Creek (Figure 3; Photographs 1–3).

Shovel probes in this area exhibited dry, compact soils which were largely consistent with the Fincastle Series. Shovel Probe 1 was the only probe that exhibited significant disturbance and was directly adjacent to a newly placed gravel driveway. This shovel probe terminated in a gravel impasse at 10 cmbs (3.9 inbs). The remaining four shovel probes generally consisted of an upper stratum of dark yellowish brown (10YR 4/4) clay loam with iron and manganese staining, extending to approximately 20–30 cmbs (7.9–11.8 inbs). This stratum was underlain by a brown (10YR 5/3) clay loam with heavy iron staining. The soils appeared to be slightly deflated which could have been due to construction traffic, or light surface grading. There were no significant signs of mixed soils which would be indicative of heavy surface grading and fill. No shovel probes were excavated south of the driveways due to a recently excavated buried subsurface utility (Photograph 3).

No artifacts were observed, and areas that were not shovel tested were visually inspected. No archaeological sites were observed and no further assessment of the survey area is recommended.

RECOMMENDATIONS

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

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

Other recommendations / commitments

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

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

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 24, 2023

This letter was sent to the listed parties.

RE: **Dual Review Project** SR 75 over Middle Fork Wildcat Creek Bridge Project, Carroll County, Des. No. 1703010; DHPA No. 25096

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), propose to proceed with the State Road (SR) 75 over Middle Fork Wildcat Creek Bridge Project (INDOT Des. No. 1703010).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on February 25, 2020. In addition, a letter distributed on April 24, 2020, notified consulting parties that a historic property report was available for review and comment. A letter distributed on May 12, 2020, notified consulting parties that an archaeology report was available for review and comment. A Consulting Party Meeting was held on July 15, 2020, and a summary of that meeting was distributed on July 27, 2020. A letter distributed on January 11, 2021, notified consulting parties of the availability of the Historic Bridge Alternatives Analysis. On April 1, 2021, consulting parties were notified of the "no historic properties affected" finding for this Section 106 undertaking. The staff of Indiana's State Historic Preservation Office (SHPO) concurred with the "no historic properties affected" finding by a letter dated April 22, 2021.

The proposed undertaking is located on SR 75, 1.64 miles north of SR 26, in Democrat Township, Carroll County. The project is located in Sections 15 and 16, Township 23 North, Range 1 West, Rossville, Indiana quadrangle (USGS 7.5' topographic map). The project area can be viewed online at https://arcg.is/jqueP (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for the project is due to the superstructure being rated a 5 (fair condition) [out of a possible 9] and substructure being rated a 6 (satisfactory condition) [out of a possible 9]. There is cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling. The purpose of the project is to improve the condition ratings of the superstructure and substructure (≥ 7 [good condition] out of 9), repair scour and provide scour countermeasures, provide load capacity to meet standards, and provide traffic safety features meeting minimum standards.

The existing bridge structure, INDOT Structure No. 075-08-03486, was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. That is, the bridge was cast without any reinforcing steel bars (rebar) as is typically found in concrete arch structures. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI identifies the bridge as Select. Per the IHBI, Select bridges are "historic bridges that are most suitable for preservation and are excellent examples of a given type of historic bridge."

HWC is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, and you are hereby invited again to become a consulting party as part of the Section 106 process due to a proposed change in the project scope. Entities that have previously accepted consulting party status—as well as additional entities that are currently being invited to become consulting parties—are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf.

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because Structure No. 075-08-03486 is a "Select" bridge, the procedures outlined in Stipulation III.A. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: http://www.in.gov/indot/2530.htm).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the NRHP.

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, one resource, the SR 75 Bridge over the Middle Fork Wildcat Creek (Structure No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures Inventory [IHSSI] # 015-553-65048), has previously been determined eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified two sites within the project area. As a result of these efforts, sites 12-C-0724 and 12-C-0725 were recommended not eligible for listing in the NRHP and no further work is recommended.

During the July 15, 2020, Consulting Party Meeting, the alternatives under development were summarized and the project team sought consulting parties' input on the rehabilitation options for this Select bridge. This information was incorporated into the Historic Bridge Alternatives Analysis (HBAA) document and into the original Stage 1 (30 percent) plans.

The original State 1 plans were developed as the preferred alternative for this project, which was Alternative D: Bypass (non-vehicular use)/Build New Structure, which was identified as both feasible and prudent. In addition to the bypass, a parking lot and viewing area were to be constructed to allow for passing motorists and bridge enthusiasts to view the historic bridge structure. An interpretive sign was to be installed for visitors to read about the history of the bridge.

Following the completion of the original HBAA for this project in 2020, INDOT received public feedback expressing concerns with the impacts associated with the identified preferred alternative. Additionally, consulting party feedback was received that suggested exploration of new methods for rehabilitation of the existing historic structure. Thus, the previously identified preferred alternative in the original HBAA is no longer the preferred alternative due to further opportunities to rehabilitate the existing structure for continued vehicular use while minimizing impacts to the surrounding area.

The new preferred alternative is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's (SOI) Standards for Rehabilitation. This new alternative involves rehabilitation of the existing structure to extend the service life of the bridge while adhering to the SOI's Standards for Rehabilitation as closely as is practicable. The proposed work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Glass fiber reinforced polymer rebar (GFRP) would be used as an alternative to steel reinforcing for the replacement bridge railing and other repairs as it is non-visible and does not alter the nature of the existing bridge as a structure that lacks structural steel. Therefore, a HBAA addendum has been developed to modify the preferred alternative and revise and cover additional aspects of analysis.

The HBAA Addendum is available for review in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

It should be noted that the finding of "no historic properties affected" of April 1, 2021 only applied to other resources located within the APE, and not Structure No. 075-08-03486 since the bridge is being processed under the Historic Bridges PA. The revised preferred alternative is not anticipated to increase the project footprint in comparison to the initial preferred alternative. Therefore, the changes resulting in the revised preferred alternative do not impact the finding of "no historic properties affected," and it remains valid for the project overall. Per Attachment B of the Historic Bridges PA, plans will be submitted to the SHPO for review at approximately 30 percent complete, 60 percent complete, and final plans.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Douglas Terpstra of ASC Group, Inc., at 614-268-2514, ext. 3556, or dterpstra@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Douglas Terpstra
Principal Investigator – Architectural Historian
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, OH 43229
dterpstra@ascgroup.net.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures:
HBAA Addendum

Distribution List:
Beth K. McCord, SHPO
Loren Hylton, Carroll County Commissioner
Steve Pearson, Carroll County Commissioner
William R. Brown, Carroll County Commissioner
Kent Schumacher, Carroll County Highway Department
David Hittle, Area Plan Commission of Tippecanoe County
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Jacob Adams, Carroll County Economic Development
Tommy Kleckner, Indiana Landmarks, Western Regional Office
Mark Smith, Carroll County Historian
Mary Mears, Carroll County Historic Bridge Coalition
Steve Mulligan, Carroll County Historical Society

Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Shannon Stanis, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julia Schock-Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, Indiana Department of Natural Resources, Division of Outdoor Recreation Rich Parsons, Wildcat Guardians
James Rich, Adams Mill, Inc.
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community

Historic Bridge Alternatives Analysis Addendum

DESIGNATION NUMBER: 1703010
BRIDGE NUMBER: 075-08-03486
NBI NUMBER: 024960



ROUTE IDENTIFICATION AND FEATURE CROSSED: State Road 75 over Middle-Fork Wildcat Creek

PROJECT LOCATION: 1.64 miles North of State Road 26
COUNTY: Carroll

PREPARED BY:
Jacob Isenburg, P.E. &
Lukas Sipe, P.E.
HWC Engineering
135 N. Pennsylvania St., Suite 2800
Indianapolis, IN 46204

DATE: 06/21/2023

This bridge was evaluated by personnel from the Indiana Department of Transportation (INDOT) Bridge Design Unit, the District Office and the designer. The Draft Historic Bridge Alternatives Analysis Addendum has been reviewed by the INDOT Bridge Design Unit and Cultural Resources Office for thoroughness of the rehabilitation option and compliance with INDOT design policies. Concurrence by INDOT with the proposed Scope of Work does not constitute Final Approval of the Historic Bridge Alternatives Analysis. This draft HBAA Addendum may now be distributed to the historic consulting parties for review.

HWC ENGINEERING

HISTORIC BRIDGE ALTERNATIVES ANALYSIS ADDENDUM
DESIGNATION NUMBER: 1703010

PREPARED BY:

Jacob Isenburg, P.E.
HWC Engineering
135 N. Pennsylvania St., Suite 2800
Indianapolis, IN 46204

Lukas Sipe, P.E.
HWC Engineering
135 N. Pennsylvania St., Suite 2800
Indianapolis, IN 46204

Concurrence:

Signature is not available

Chris Vergon, P.E. Date: _____
Bridge Asset Engineer, LaPorte District

Paul South Digitally signed by Paul South Date: 2024.12.23 11:47:19 -05'00'

Paul South, P.E. Date: _____
Scoping Manager, LaPorte District

Lynette K. Werner Digitally signed by Lynette K. Werner Date: 2024.12.23 11:19:06 -06'00'

Lynette Werner, P.E. Date: _____
System Asset Manager, LaPorte District

HWC ENGINEERING

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Appendices

Appendices have been removed.

Appendix A – Alternative B3 Proposed Plan Details
Appendix B – Cost Estimate and Quantities for Alternative B3
Appendix C – Updated Cost Estimates for Other Alternatives
Appendix D – Photo of Existing Curb

I. Introduction

Following the completion of a Historic Bridge Alternatives Analysis (Original HBAA) for this project in 2020 (Isenburg and Sipe, 10/30/2020), the Indiana Department of Transportation (INDOT) received public feedback expressing concerns with the impacts associated with the identified preferred alternative. Additionally, consulting party feedback was received that suggested exploration of new methods for rehabilitation of the existing historic structure. Thus, the previously identified preferred alternative in the Original HBAA is no longer the preferred alternative due to further opportunities to rehabilitate the existing structure for continued vehicular use while minimizing impacts to the surrounding area. This addendum report documents the newly identified preferred alternative.

II. Existing Structure Data

The Original HBAA used data from the 11/08/2019 INDOT Biennial Inspection. Since that time, another inspection was conducted on 11/02/2021. Most of the information generally stayed the same. The only noteworthy change in this section is the Average Daily Traffic (ADT) increased from 2,329 (2017) to 2,573 (2020) with the percentage of commercial vehicles increasing from 5% to 9%.

III. Existing Conditions

The Original HBAA used data from the 11/08/2019 INDOT Biennial Inspection. Since that time, another inspection was conducted on 11/02/2021, the only noteworthy change to data in this section is that recent Crash Data has been reviewed. There has been no accidents on SR 75 between the intersections of CR 700 South and CR 750 South during the period from 2019 to 2022.

IV. Purpose and Need

No change to the Original HBAA.

V. Alternatives

Alternative A: Do Nothing/No Build
No change to the alternative per the Original HBAA.

Alternative B1: Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior's Standards for Rehabilitation

Alternative B1 is similar to Alternative B3; however, no GFRP would have been used to rehabilitate the bridge.

No change to the alternative per the Original HBAA. The cost estimate for this alternative has been updated to account for current industry price data. The updated cost estimate is shown in the summary table and included in Appendix C.

Alternative B2: Rehabilitation for Continued Vehicular Use NOT Meeting Secretary of Interior's Standards for Rehabilitation

No change to the alternative per the Original HBAA. The cost estimate for this alternative has been updated to account for current industry price data. The updated cost estimate is shown in the summary table and included in Appendix C.

Alternative B3: Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's Standards for Rehabilitation

This new alternative involves rehabilitation of the existing structure to extend the service life of the bridge while adhering to the Secretary of the Interior's (SOI) Standards for Rehabilitation as closely as is practicable. The proposed work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge.

Due to its condition, the existing bridge railing would be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The proposed replacement railing would be designed using glass fiber reinforced polymer rebar (GFRP) to achieve a minimum Test Level 3 compliant bridge railing. The increased bridge railing capacity may impart a greater load transfer to the existing spandrel walls and arch. The designer will review the impact of the barrier capacity and loading to the spandrel walls and arch during design. GFRP rebar, in conjunction with epoxy crack injection, would be utilized to reinforce the existing cracking and deterioration that is occurring along the interface of the spandrel wall and arch ring (See Corner Repair Details on Sheet 5 of the Proposed Plan Details in Appendix A). This interface is a critical section where flexural and tension forces are concentrated due to lateral pressure of the retained fill, live load surcharge, and potential railing impact loading. The crack at this interface is most severe at the apex of the arch where the spandrel wall and arch are the thinnest.

GFRP rebar is an alternative to steel reinforcing that is viewed to be compliant with the SOI Standards for Rehabilitation as it is non-visible and does not alter the nature of the existing bridge as a structure that lacks structural steel. The bridge's significance lies in the fact that it was constructed without traditional rebar due to material shortages during World War II. Perpetuating the bridge as one without any rebar will not meet the purpose and need of the project, as outlined in the Original HBAA. The use of GFRP rebar was explored because consulting party feedback after review of the Original HBAA indicated that utilizing a non-visible, non-steel reinforcement agent in a rehabilitated/reconstructed structure would meet the stated rationale for the bridge's National Register significance while also meeting the requirements associated with Select bridges.

Cracks in the concrete would be epoxy injected along with the patching work mentioned. A drainage board would be used along the top of the arch to direct drainage flow to transverse

underdrains at each end which would then drain through the existing abutment drains. The existing 4" vitrified clay pipe drains will be replaced with 6" PVC drains because some of the abutment drain pipes have collapsed. There are roadway drains on the existing structure at midspan. There is one on each side of the bridge and the openings are partially covered by the current asphalt surface and blocked by debris. The bridge plans from 1942 show the drains as 6" vitrified clay (VC) pipe that run through the concrete and outlet through the apex of the arch. These drains would be removed and patched to be watertight. New slotted drains would be added in front of the railing to collect storm water and carry to the end of bridge for discharging away from the bridge.

The existing paved roadway section on the bridge consists of 12'-0" lanes and 2'-0" paved shoulders. Per the 3R Geometric Design Criteria for Rural Collector, State Route (IDM Figure 55-3B), the minimum lane width is 11'-0" and paved shoulder is 2'-0" to meet Level 1 criteria. The minimum clear-roadway width for an existing bridge to remain in place is 24'-0". However, per note 11 on IDM Figure 55-3B, "Clear width will be at least equal to the approach traveled way width or the value [from the IDM Figure; 24 ft.], whichever is greater." The existing approach traveled roadway width is 28'-0", which would then be the requirement for the bridge clear roadway. The minimum criterion for usable shoulder width is 3'-0" and this alternative provides 2'-6" of usable shoulder width across the bridge. The additional 6" of usable shoulder width proposed in this alternative is attained by eliminating the existing curb (Photo in Appendix D) for reconstruction of the railing on each side of the bridge (see General Plan Details in Appendix A). This alternative would require a design exception for usable shoulder width. Proposed 30% Plan Details for Alternative B3 are in Appendix A.

The following table summarizes the design criteria:

Design Element	Design Manual Table/Section	Minimum Design Criteria	Existing Criteria	Proposed Condition	Design Exception Required
Travel Lane	IDM Figure 55-3B	11 ft	12 ft	12 ft	No
Usable Shoulder on Bridge	IDM Figure 55-3B	3 ft	2 ft	2.50 ft	Yes
Paved Shoulder	IDM Figure 55-3B	2 ft	2 ft	2.50 ft	No
Structural Capacity	IDM Figure 55-3B	27 Tons [HS-15]	99 Tons [HS-15]	99 Tons [HS-15]	No
Clear Bridge Width	IDM Figure 55-3B, Note 11	28 ft	28 ft	29 ft	No
Bridge Railing Performance	IDM Figure 55-3B	TL-2	N/A	TL-3	No

There is local scour at the north foundation of the existing arch exposing some of the top of the concrete footer. The scour hole would be filled in and protected with riprap along with the existing stream banks.

The estimated construction cost to rehabilitate the existing bridge for this alternative is $1,294,890 in present costs. An inflation rate of 3% was used to adjust the estimate to be $1,415,000 in 2026 dollars. An itemized cost estimate and quantities for this alternative are in Appendix B. The alternative is feasible provided the approved Level 1 design exception for usable shoulder width is obtained. This alternative is prudent as it provides a geometrically adequate roadway, meets the project goals and purpose and need, the safety features of the bridge would be updated to meet current standards, and the bridge repairs are anticipated to provide a 25-year extended service life of the bridge.

Alternative C1 & C2: Rehabilitation for Continued Vehicular Use (1-way pair option)
No change to the alternative per the Original HBAA.

Alternative D: Bypass (non-vehicular use)/Build New Structure
No change to the alternative per the Original HBAA. The cost estimate for this alternative has been updated to account for current industry price data. The updated cost estimate is shown in the summary table and included in Appendix C.

VI. Minimization and Mitigation

A. Minimization
No change to the Original HBAA.

B. Mitigation
No change to the Original HBAA.

VII. Preliminary Preferred Alternative
The recommended preferred alternative for this project is Alternative B3, Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's Standards for Rehabilitation. Alternative B3 meets the project purpose and need and achieves all project goals while maintaining the historic and architectural nature of the existing bridge as closely as is practicable.

Des. 1703010

Alternative	Meets Project Purpose & Need and Project Goals	Construction Cost	ROW Cost	Wetland Mitigation Cost	Total Cost (Inflated to Construction Year)	Feasible and Prudent?
A-No Build	No	$0	$0	$0	$0	Feasible: Yes Prudent: No
B1-Bridge Rehabilitation for Continued Two-way Traffic	No	$1,076,000	$25,000	$0	$1,101,000	Feasible: Yes Prudent: No
B2- Bridge Rehabilitation for Continued Two-way Traffic	Yes	$1,647,000	$25,000	$0	$1,672,000	Feasible: Yes Prudent: No
B3-Brige Rehabilitation for Continued Two-way Traffic	Yes	$1,415,000	$25,000	$0	$1,440,000	Feasible: Yes Prudent: Yes
C1-Rehabilitation for Continued One-way Vehicular Use with Adjacent One-Way Bridge	No	-	-	-	-	Feasible: Yes Prudent: No
C2- Rehabilitation for Continued One-way Vehicular Use with Adjacent One-Way Bridge	No	-	-	-	-	Feasible: Yes Prudent: No
D-Bypass (non-vehicular use) New Adjacent Two-Way Bridge	Yes	$2,801,000	$85,000	$120,000	$3,006,000	Feasible: Yes Prudent: No

Jennifer Rhodes

From: Doug Terpstra
Sent: Thursday, August 24, 2023 12:40 PM
To: 'bmccord@dnr.in.gov'; 'commissioner1@carrollcountyin.gov'; 'commissioner2@carrollcountyin.gov'; 'commissioner3@carrollcountyin.gov'; 'cchwyengineer@carrollcountyin.gov'; 'areaplan@carrollcountyin.gov'; 'Tstroshine@tippecanoe.in.gov'; 'apc@tippecanoe.in.gov'; 'jadams@carrollcountyedc.com'; 'tkleckner@indianalandmarks.org'; 'markalansmith12171948 @gmail.com'; 'jmmears@remconline.net'; 'carrollcountycchs@gmail.com'; 'heartlandheritage@gmail.com'; 'delphipreservationsociety@gmail.com'; 'dan.mccain@gmail.com'; 'indianabridges@sbcglobal.net'; 'spansaver@hotmail.com'; 'nathan@historicbridges.org'; 'niches@nicheslandtrust.org'; 'julia@carrollcountychamber.com'; 'maryloublueeyes@gmail.com'; 'jamesrich1988@nwcable.net'; 'dbrier@dnr.in.gov'; 'rpars17542@aol.com'
Cc: Harry Nikides; Cameron Berry; Jacob Isenburg; Lukas Sipe; Hockaday, Jacqueline R; Klevitsky, Gregory; 'Kennedy, Mary'; 'Coon, Matthew'; Branigin, Susan; Vergon, Christopher; Benczik, Steve J; South, Paul
Subject: FHWA Project: Des. No. 1703010; Revised Historic Bridge Alternatives Analysis, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 75 over the Middle Fork of Wildcat Creek Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on
February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a revised Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).
Thank you in advance for your input,

Douglas Terpstra
Project Manager/Principal Investigator-Architectural History

ASC Group, Inc.
800 Freeway Drive North, Suite 101

Jennifer Rhodes

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Thursday, August 24, 2023 1:18 PM
To: thpo; thpo@estoo.net; Burgundy Fletcher; Matthew.Bussler@pokagonband-nsn.gov; Section106; Benjamin Rhodd
Cc: Doug Terpstra; Coon, Matthew; Carmany-George, Karstin (FHWA)
Subject: FHWA Project: Des. No. 1703010; HBAA Addendum, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

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Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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Regards,

Mary E. Kennedy
Historic Bridge Specialist
Indiana Department of Transportation
100 North Senate Ave., N758 — Environmental Services
Indianapolis, IN 46204
Office/Cell: 317-694-3607
Email: mkennedy@indot.in.gov

Carroll County Historian

Jennifer Rhodes

From: Mark Smith <markalansmith12171948@gmail.com>
Sent: Thursday, August 24, 2023 12:44 PM
To: Doug Terpstra
Cc: bmccord@dnr.in.gov; commissioner1@carrollcountyin.gov; commissioner2@carrollcountyin.gov; commissioner3@carrollcountyin.gov; cchwyengineer@carrollcountyin.gov; areaplan@carrollcountyin.gov; Tstroshine@tippecanoe.in.gov; apc@tippecanoe.in.gov; jadams@carrollcountyedc.com; tkleckner@indianalandmarks.org; jmmears@remconline.net; carrollcountycchs@gmail.com; heartlandheritage@gmail.com; delphipreservationsociety@gmail.com; dan.mccain@gmail.com; indianabridges@sbcglobal.net; spansaver@hotmail.com; nathan@historicbridges.org; niches@nicheslandtrust.org; julia@carrollcountychamber.com; maryloublueeyes@gmail.com; jamesrich1988@nwcable.net; dbrier@dnr.in.gov; rpars17542@aol.com; Harry Nikides; Cameron Berry; Jacob Isenburg; Lukas Sipe; Hockaday, Jacqueline R; Klevitsky, Gregory; Kennedy, Mary; Coon, Matthew; Branigin, Susan; Vergon, Christopher; Benczik, Steve J; South, Paul
Subject: Re: FHWA Project: Des. No. 1703010; Revised Historic Bridge Alternatives Analysis, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana

No comments from me.

On Thu, Aug 24, 2023 at 12:40 PM Doug Terpstra <dterpstra@ascgroup.net> wrote:

Des. No.: 1703010

Project Description: SR 75 over Middle Fork of Wildcat Creek

Location: Carroll County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 75 over the Middle Fork of Wildcat Creek Project (Des. No. 1703010). The Section 106 Early Coordination Letter for this project was originally distributed on

February 25, 2020.

As part of Section 106 of the National Historic Preservation Act, a revised Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Jennifer Rhodes

From: indianabridges@sbcglobal.net
Sent: Saturday, August 26, 2023 11:38 AM
To: Doug Terpstra
Cc: 'Mary Kennedy'; 'Tommy Kleckner'
Subject: RE: FHWA Project: Des. No. 1703010; Revised Historic Bridge Alternatives Analysis, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana
Attachments: SR75_Bridge_Project_DN1703010_HBAA_rev_distribution letter 2023-8-24.pdf

Indiana Historic SPANs Taskforce is pleased to see the revised Preferred Alternative of rehabilitation for continue vehicular use and look forward to seeing the restored bridge in use. Our thanks for consideration of Glass fiber Reinforced Polymer rebar (GFRP) would be used as an alternative to steel reinforcing that allow for rehabilitation with no impact to the historic nature of the bridge.

Cheers,

Paul

From: Doug Terpstra <dterpstra@ascgroup.net>
Sent: Thursday, August 24, 2023 12:40 PM
To: 'bmccord@dnr.in.gov' <bmccord@dnr.in.gov>; 'commissioner1@carrollcountyin.gov' <commissioner1@carrollcountyin.gov>; 'commissioner2@carrollcountyin.gov' <commissioner2@carrollcountyin.gov>; 'commissioner3@carrollcountyin.gov' <commissioner3@carrollcountyin.gov>; 'cchwyengineer@carrollcountyin.gov' <cchwyengineer@carrollcountyin.gov>; 'areaplan@carrollcountyin.gov' <areaplan@carrollcountyin.gov>; 'Tstroshine@tippecanoe.in.gov' <Tstroshine@tippecanoe.in.gov>; 'apc@tippecanoe.in.gov' <apc@tippecanoe.in.gov>; 'jadams@carrollcountyedc.com' <jadams@carrollcountyedc.com>; 'tkleckner@indianalandmarks.org' <tkleckner@indianalandmarks.org>; 'markalansmith12171948@gmail.com' <markalansmith12171948@gmail.com>; 'jmmears@remconline.net' <jmmears@remconline.net>; 'carrollcountycchs@gmail.com' <carrollcountycchs@gmail.com>; 'heartlandheritage@gmail.com' <heartlandheritage@gmail.com>; 'delphipreservationsociety@gmail.com' <delphipreservationsociety@gmail.com>; 'dan.mccain@gmail.com' <dan.mccain@gmail.com>; 'indianabridges@sbcglobal.net' <indianabridges@sbcglobal.net>; 'spansaver@hotmail.com' <spansaver@hotmail.com>; 'nathan@historicbridges.org' <nathan@historicbridges.org>; 'niches@nicheslandtrust.org' <niches@nicheslandtrust.org>; 'julia@carrollcountychamber.com' <julia@carrollcountychamber.com>; 'maryloublueeyes@gmail.com' <maryloublueeyes@gmail.com>; 'jamesrich1988@nwcable.net' <jamesrich1988@nwcable.net>; 'dbrier@dnr.in.gov' <dbrier@dnr.in.gov>; 'rpars17542@aol.com' <rpars17542@aol.com>
Cc: Harry Nikides <hNikides@ascgroup.net>; Cameron Berry <cberry@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Hockaday, Jacqueline R <JHockaday@indot.IN.gov>; Klevitsky, Gregory <GKLEVITSKY@indot.IN.gov>; 'Kennedy, Mary' <MKENNEDY@indot.IN.gov>; 'Coon, Matthew' <mcoon@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Vergon, Christopher <CVergon@indot.IN.gov>; Benczik, Steve J <StBenczik@indot.IN.gov>; South, Paul <PSouth@indot.IN.gov>
Subject: FHWA Project: Des. No. 1703010; Revised Historic Bridge Alternatives Analysis, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana

Des. No.: 1703010
Project Description: SR 75 over Middle Fork of Wildcat Creek
Location: Carroll County, Indiana

Jennifer Rhodes

From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Sent: Wednesday, August 30, 2023 8:18 AM
To: Kennedy, Mary
Subject: RE: FHWA Project: Des. No. 1703010; HBAA Addendum, SR 75 over Middle Fork Wildcat Creek, Carroll County, Indiana

Follow Up Flag: Follow up
Flag Status: Flagged

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Ms. Kennedy,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for this project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we request to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeologically significant materials are exposed as a result of project activities, work should cease immediately. The Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of an ID find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA, Tribal Historic Preservation Officer
Forest County Potawatomi
Historic Preservation Office
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474
Email: Benjamin.Rhodd@fcp-nsn.gov
www.fcpotawatomi.com

From: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Sent: Thursday, August 24, 2023 12:18 PM
To: thpo <thpo@miamination.com>; thpo@estoo.net; Burgundy Fletcher <bfletcher@peoriatribe.com>; Matthew.Bussler@pokagonband-nsn.gov; Section106 <Section106@shawnee-tribe.com>; Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Doug Terpstra <dterpstra@ascgroup.net>; Coon, Matthew <mcoon@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Daniel W. Bortner, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

September 21, 2023

Douglas Terpstra
Principal Investigator – Architectural Historian
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, OH 43229

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Revised historic bridge alternatives analysis for the SR 75 bridge over Middle Fork Wildcat Creek (Des. No. 1703010; DHPA No. 25096)

Dear Mr. Terpstra:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana's Historic Bridges" ("Indiana Historic Bridges PA"); and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your August 24, 2023 submission which included the historic bridges alternatives analysis ("HBAA"), received by our office August 24, 2023 for this project in Democrat Township, Carroll County, Indiana.

It is our understanding that following the completion of the original HBAA for this project in 2020, INDOT received public feedback expressing concerns with the impacts associated with the identified preferred alternative. Additionally, consulting party feedback was received that suggested exploration of new methods for rehabilitation of the existing historic structure. Thus, the previously identified preferred alternative in the original HBAA is no longer the preferred alternative due to further opportunities to rehabilitate the existing structure for continued vehicular use while minimizing impacts to the surrounding area.

According to the revised historic bridge alternatives analysis the new preferred alternative is Alternative B3: Rehabilitation for Continued Vehicular Use Meeting Secretary of the Interior's (SOI) Standards for Rehabilitation. This new alternative involves rehabilitation of the existing structure to extend the service life of the bridge while adhering to the SOI's Standards for Rehabilitation as closely as is practicable. The proposed work for this alternative includes removing and replacing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included while preserving all architectural details of the bridge. Glass fiber reinforced polymer rebar (GFRP) would be used as an alternative to steel reinforcing for the replacement bridge railing and other repairs as it is non-visible and does not alter the nature of the existing bridge as a structure that lacks structural steel.

We agree with the revised historic bridge alternatives analysis that while Alternatives A, B1, B2, C1, C2, and D are all feasible to varying degrees, as this bridge is only one of two existing examples of an unreinforced concrete arch, the work proposed in these

alternatives fail to meet the project's need or would compromise character-defining features of the bridge that warrant its eligibility for inclusion in the National Register of Historic Places, and thus, are not prudent.

We agree that the changes resulting in the revised preferred alternative do not impact the finding of "no historic properties affected," and it remains valid for the project overall.

Per Attachment B of the Historic Bridges PA, we have reviewed the 30% plans and have no comment on them. We will continue our review of the 60 percent complete and final plans once we receive the submittal.

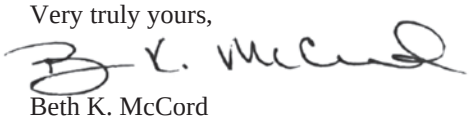
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at https://erms12c.indot.in.gov/Section106Documents/. From there, search by this project's designation number: 1703010.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of this SR 75 bridge over Middle Fork Wildcat Creek project in project in Democrat Township, Carroll County, Indiana (Des. No. 1703010), please refer to DHPA No. 25096.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:tlg

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, FHWA
Mary Kennedy, INDOT
Matt Coon, Ph.D., INDOT
Susan Branigin, INDOT
Douglas Terpstra, ASC Group, Inc.
Wade T. Tharp, DNR-DHPA
Toni Lynn Giffin, DNR-DHPA

EMC to Indiana Review Board
J. Scott Keller, Indiana Historic Preservation Review Board
Anne Shaw , Indiana Historic Preservation Review Board
Chandler Lighty, Indiana Historic Preservation Review Board
Daniel Kloc, AIA, Indiana Historic Preservation Review Board
April Sievert, Ph.D., Indiana Historic Preservation Review Board
Jason Larrison, AIA, Indiana Historic Preservation Review Board
Ryan Mueller, Deputy Director, Indiana Department of Natural Resources
Beth McCord, Deputy SHPO and Director, DNR-DHPA

EMC To Potentially Interested Persons
Emily Eckardt, Indiana Landmarks
Loren Hylton, Carroll County Commissioner
Steve Pearson, Carroll County Commissioner
William R. Brown, Carroll County Commissioner
Paul Couts, Carroll County Highway Department
Tim Stroshine, Area Plan Commission of Tippecanoe County
Kamron Yates, Carroll County Area Plan Commission
Laura Walls, Carroll County Economic Development
Mark Smith, Carroll County Historian

Steve Mulligan, Carroll County Historical Society
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, historic Hoosier Bridges
Nathan Holth, Historicbridges.org
Bonnie Maxwell, Heartland Heritage, Inc.
Joe Mayfield, Delphi Preservation Society
Gus Nyberg, NICHES Land Trust
Dan McCain, Carroll County Wabash & Erie Canal
Julie Leahy, Carroll County Chamber of Commerce
Mary Blue, Promoting Wildcat Valley
Dale Brier, DNR, Division of Outdoor Recreation
Rich Parson, Wildcat Guardian

Emc to tribes:

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Indians of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Michael LaRonge, Forest County Potawatomi Community

Jennifer Rhodes

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Wednesday, June 19, 2024 12:03 PM
To: Andrea Crider
Cc: Cameron Berry; Doug Terpstra; Jennifer Rhodes; Branigin, Susan; Brinker, Haley
Subject: RE: SR 75 Bridge over Middle Fork Wildcat Creek DN 1703010 & 2101206 Addendum Phase IA Report

Andrea,

Thank you for following up. Since the addendum report's survey area is now outside of the Preliminary Preferred Alternative there is no need to distribute the report to Section 106 consulting parties, and so submitting to DHPA for their records would be appropriate. They will just need a brief explanation of the reason that it is being submitted for their records rather than for SHPO review.

The report was submitted to SHPO on June 20, 2024.

Thanks,

Matt Coon
Manager, Cultural Resources Office
Interim Archaeology Team Lead
Acting Tribal Liaison
Indiana Department of Transportation
Central Office
Cell: 317-697-9752
Email: mcoon@indot.in.gov
Find us on social media!

From: Andrea Crider <acrider@ascgroup.net>
Sent: Wednesday, June 19, 2024 10:41 AM
To: Coon, Matthew <mcoon@indot.IN.gov>
Cc: Cameron Berry <cberry@ascgroup.net>; Doug Terpstra <dterpstra@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; Jennifer Rhodes <jrhodes@ascgroup.net>
Subject: RE: SR 75 Bridge over Middle Fork Wildcat Creek DN 1703010 & 2101206 Addendum Phase IA Report

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Matt,

I wanted to follow-up with this project. Since the project was modified and the addendum areas are not needed for the project, should we now submit this report to DHPA for their records?

Thank you,

Andrea Crider, MA, RPA
Principal Investigator-Archaeologist

ASC Group, Inc.
7310 Turfway Road
Suite 550
Florence, Ky 41042
859.380.4565 (office)
614.357.8242 (mobile)

Facebook | **LinkedIn** | **Web**



From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Thursday, October 27, 2022 2:17 PM
To: Andrea Crider <acrider@ascgroup.net>
Cc: Harry Nikides <hNikides@ascgroup.net>; Doug Terpstra <dterpstra@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>; Branigin, Susan <SBranigin@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>; Hockaday, Jacqueline R <JHockaday@indot.IN.gov>
Subject: RE: SR 75 Bridge over Middle Fork Wildcat Creek DN 1703010 & 2101206 Addendum Phase IA Report

Hi Andrea,

I wanted to let you know that I have reviewed the addendum Phase Ia report and I have no comments. However, due to uncertainty about the project's path, please wait to submit until we have learned what alternative the designers will be moving forward with. We will follow up to let you know when it will be an appropriate time to submit the report to DHPA/SHPO.

Thanks,

Matt Coon
Acting Manager, Cultural Resources Office
Archaeology Team Lead
Environmental Services
Indiana Department of Transportation
100 North Senate Ave., N758-ES
Indianapolis, IN 46204
Phone: 317-697-9752

From: Andrea Crider <acrider@ascgroup.net>
Sent: Thursday, August 25, 2022 9:36 AM
To: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Kennedy, Mary <MKENNEDY@indot.IN.gov>
Cc: hNikides <hnikides@ascgroup.net>; Doug Terpstra <dterpstra@ascgroup.net>; Jacob Isenburg <jisenburg@hwcengineering.com>; Lukas Sipe <lsipe@hwcengineering.com>
Subject: SR 75 Bridge over Middle Fork Wildcat Creek DN 1703010 & 2101206 Addendum Phase IA Report

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APPENDIX E: RED FLAG HAZARDOUS MATERIALS

Red Flag Investigation
2022 Red Flag Investigation Re-check
2024 Red Flag Investigation Re-check

INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 694-8283

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: June 10, 2021

To: Site Assessment & Management
Environmental Policy Office - Environmental Services Division
Indiana Department of Transportation
100 North Senate Avenue, Room N785-ES
Indianapolis, Indiana 46204

From: Tina Hartman Davis
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
thartman@ascgroup.net

Re: RED FLAG INVESTIGATION
DES #1703010, State Project
Bridge Project
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Carroll County, Indiana

During Section 106 consultation, a consulting party suggested that the rehabilitation alternative be reconsidered for the project. This caused a re-evaluation of the project's alternatives and a new preferred alternative to be selected. The current proposed project will repair the existing bridge. The project will remove and replace the existing asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls will be included and will preserve all the architectural details of the bridge. The existing bridge railing will be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The replacement railing will be designed using glass fiber reinforced polymer rebar (GFRP) so it will not alter the nature of the historic bridge. GFRP will also be used to repair the existing cracking along the interface of the spandrel wall and arch ring. Concrete cracks will be epoxy injected. A drainage board will be used along the top of the arch to direct drainage to transverse underdrains at each end, which will then drain through the existing abutment drains. The existing pipe drains will be replaced with larger drains due to some of the abutment drains collapsing. The roadway drains at the midspan of the existing bridge will be removed and patched to be watertight. New slotted drains will be added in front of the railing to collect storm water and would carry the water to the ends of the bridge and will discharge away from the bridge. The existing roadway will remain 12-ft wide; however, the shoulders will be widened to 2.5-ft wide and will require a design exception for usable shoulder width. The scour hole at the north foundation, which exposes some of the concrete footer, will be filled in and protected with riprap along the existing stream banks.

PROJECT DESCRIPTION

Brief Description of Project: This project is located on SR 75 over Middle Fork Wildcat Creek, 1.64 miles north of SR 26, in Democrat Township, Carroll County, Indiana. The existing single span spandrel concrete arch bridge was originally built in 1942 by the Indiana State Highway Commission (ISHC) and was constructed without the use of structural steel due to a shortage of steel during World War II. The existing bridge is 73-feet (ft) long with an out-to-out deck width of 34.5 ft. The existing structure has cracking, efflorescence, and spalling in the structure. The spandrel walls of the arch have cracking and efflorescence. There is significant deep spalling at the peak of the arch. A scour hole is located in the northeast corner exposing the foundation. The barrier rail is not a standard crash-tested configuration and has heavy cracking and spalling.

See above for updated project description and reduced project limits

~~The proposed project will leave the current structure intact while constructing a new bridge adjacent to and east of the historic one and will include upgrading the guardrail to current standards. The work on the existing structure will include removing the asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls will be included while preserving all architectural details of the bridge. Any cracks in the concrete will be epoxy injected along with the patching work mentioned. The existing bridge railing will be cleaned to preserve the historic and architectural features of the railing with concrete patching areas as required to restore the railing to its original shape. Underdrains for the arch fill will be installed with the existing abutment drains repaired. The asphalt pavement to the south of the existing bridge could be incorporated into a parking pull-off area. The asphalt pavement north of the existing bridge will be removed. The asphalt pavement over the existing bridge will be replaced to aid in surface drainage. All existing guardrail will be removed. Riprap will be placed at both abutments to repair the scour hole at the north abutment and protect from future scour. Interpretive~~

~~signage will be added to the project location to inform the public about the historic bridge. Also, a pull-off area for vehicles will be included with pedestrian access to the bridge.~~

~~The proposed bypass bridge will be a single-span multi-beam bridge and will feature standard INDOT bridge elements to accommodate two-lane vehicular use. The new bridge will be constructed parallel and to the east of the existing historic bridge. The location of the new bridge was chosen to avoid relocation impacts to the property just northwest of the bridge. The new bridge will meet all INDOT Level 1 criteria and will be approximately 80 ft long and 33 ft wide. The new bridge will be offset from the existing bridge approximately 30 ft to 35 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass road will consist of two 12 ft travel lanes with 3 ft paved, usable shoulders.~~

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # ___075-08-03486; NBI No. 24960_____

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).

Revised ROW amounts - 0.034 acre of permanent ROW and no temporary ROW.

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres ~~3.77~~ 0.034, Not Applicable ☐

Type of excavation: The deepest excavation will be at the existing bridge and removing the existing backfill from the arch to complete repairs. This excavation is estimated to reach up to 20 ft or so. This excavation is limited to the existing roadway area (disturbed soils) at the bridge in order to expose the buried interior parts of the arch bridge for repair operations. ~~The rest of the excavation will likely not exceed 2 to 3 ft in depth for the construction of riprap placement and construction of a bypass roadway. Excavation for the new bridge would reach up to 4ft in depth~~.

Maintenance of traffic: SR 75 will be closed and an official state detour will use SR 26, US 421, and SR 18.

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

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure

Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

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

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

Explanation:

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The railroad, name unknown, is located 0.04 mile east of the project area and is shown as inactive. No impact is expected.

Revised in 2024 to 0.08 mile with the reduced project limits

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	9 ~~17~~
Canal Structures – Historic	**N/A**	Lakes	0 ~~1~~
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**1**
NWI-Lines	N/A ~~5~~	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**9**	Sinkhole Areas	**N/A**
Rivers and Streams	30 ~~13~~	Sinking-Stream Basins	**N/A**

Explanation:

~~NWI-Lines: Five (5) NWI-Line segments are located within the 0.5 mile search radius. One (1) is located within the project area. A Waters of the US Report will be prepared and coordination with Indiana Department of Transportation (INDOT) ESD Ecology and Waterway Permitting will occur.~~

IDEM 303d Listed Streams and Lakes (Impaired): Nine (9) 303d Listed Stream segments are within the 0.5 mile search radius. One (1), Middle Fork Wildcat Creek, is located within the project area. The Middle Fork Wildcat Creek is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate personal protection equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Revised in 2024 to Thirty (30) river and stream segments (all of which were previously mapped on the original report)

Rivers and Streams: ~~Thirteen (13)~~ River and Stream segments are located within the 0.5 mile search radius. One (1) segment of the Middle Fork Wildcat Creek is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Revised in 2024 to Nine (9) NWI-Wetland polygons

NWI-Wetlands: ~~Seventeen (17)~~ NWI-Wetland polygons are located within the 0.5 mile search radius. Three (3) wetland polygons are located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

~~Lakes: One (1) Lake is located within the 0.5 mile search radius. The lake is located 0.48 mile northwest of the project area. No impact is expected.~~

Floodplain – DFIRM: One (1) Floodplain polygon is located within the 0.5 mile search radius. The project area is located within the floodplain polygon. Coordination with INDOT Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

No revisions in 2024

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

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

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

No revisions in 2024

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

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

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

ECOLOGICAL INFORMATION SUMMARY

The Carroll County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are provided at https://www.in.gov/dnr/nature-preserves/files/np_carroll.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with US Fish and Wildlife Service (USFWS) and Indiana Department of Natural Resources (IDNR) will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by farm fields. The November 8, 2019 inspection report for Bridge #075-08-03486 states that no evidence of bats was seen or heard under the bridge. The range-wide

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

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

- ~~One (1) NWI line segment is located within the project area.~~
- One (1) stream, the Middle Fork Wildcat Creek, is located within the project area.
- Three (3) wetlands are located within the project area.
- The project area is located within a floodplain (coordination only).

IDEM 303d Listed Streams and Lakes (Impaired): The Middle Fork Wildcat Creek is listed 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: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

repair

CULTURAL RESOURCES: The purpose of the SR 75 over Middle Fork Wildcat Creek Bridge ~~Replacement~~ Project is to ~~leave~~ the historic SR 75 Bridge over the Middle Fork of Wildcat Creek (Bridge No. 075-08-03486; NBI No. 24960; Indiana Historic Sites and Structures (IHSSI) # 015-553-65048) ~~intact while constructing a new bridge adjacent to and east of the historic one.~~ The bridge was recommended eligible for listing in the NRHP under Criterion A as it has a direct and important association with a significant historic program or project at the state or local level, namely it is an example of a bridge constructed by ISHC during World War II without the use of structural steel due to wartime shortages. The bridge has been determined to be Select. Coordination with INDOT Cultural Resources will occur.

INDOT ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2021.06.16 15:10:16 -04'00' (Signature)

Prepared by:
Tina Hartman Davis
GIS Manager
ASC Group, Inc.

Graphics:

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

SITE LOCATION: YES

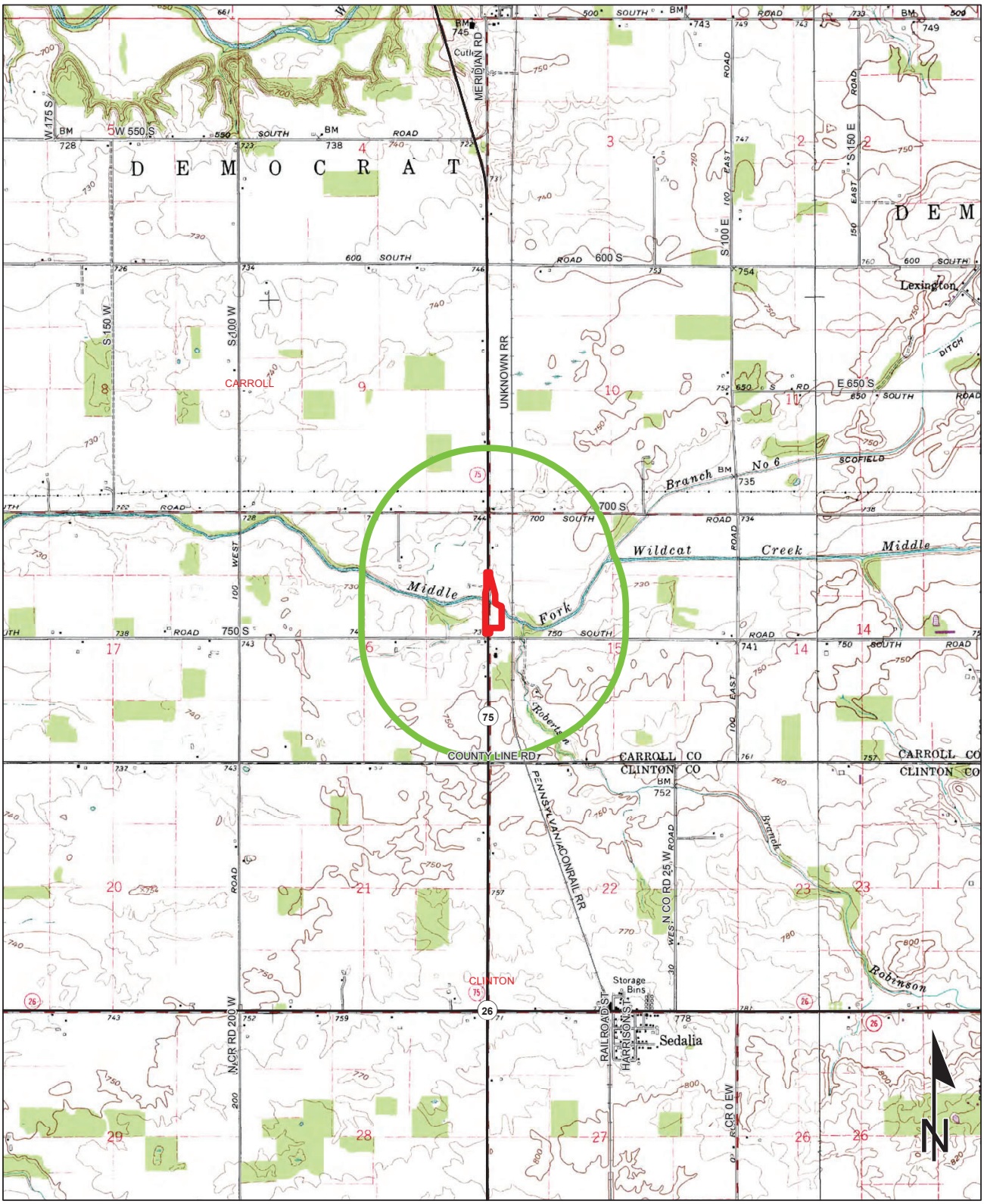
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



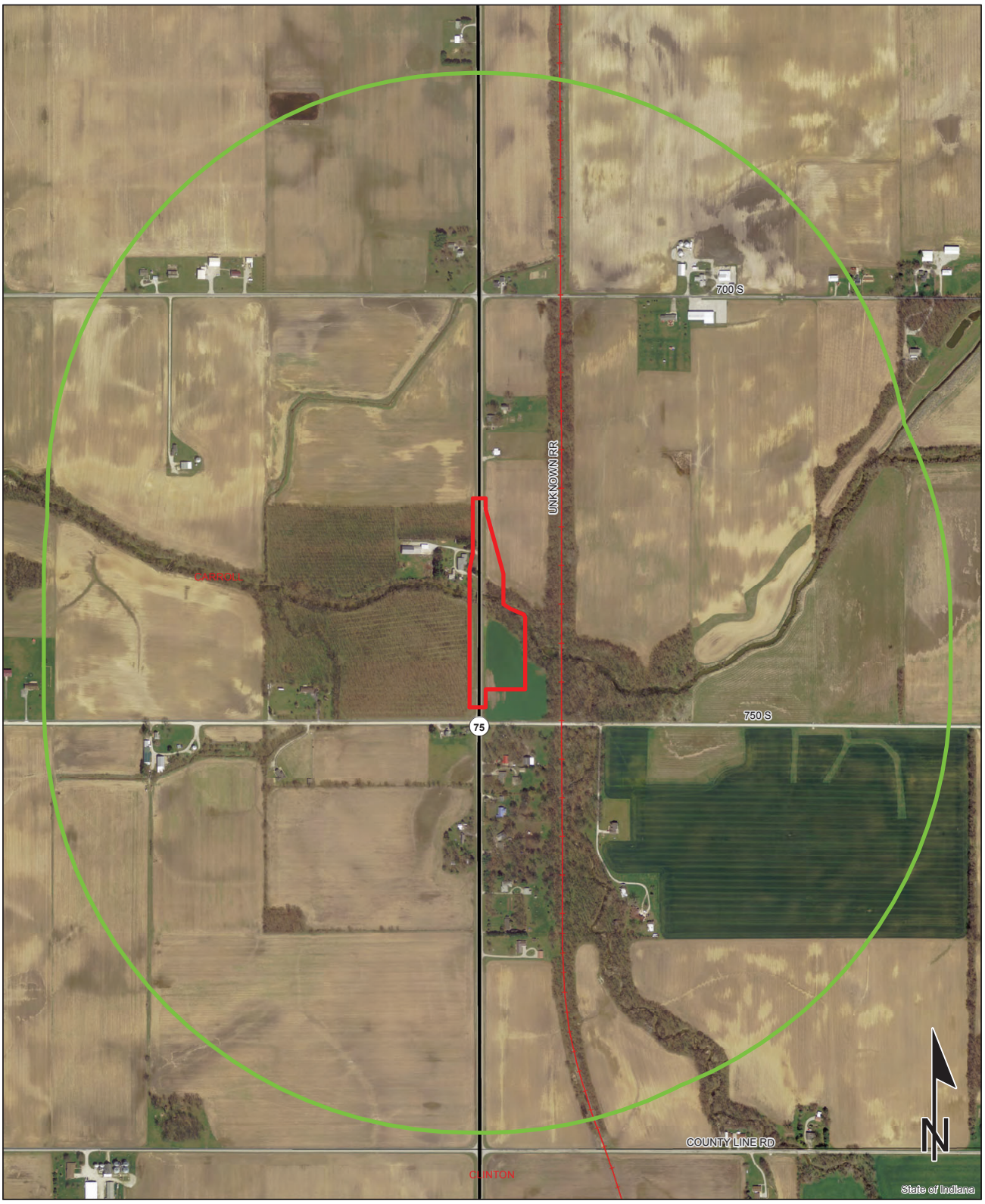
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

0.5 0.25 0 0.5 Miles

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

ROSSVILLE QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



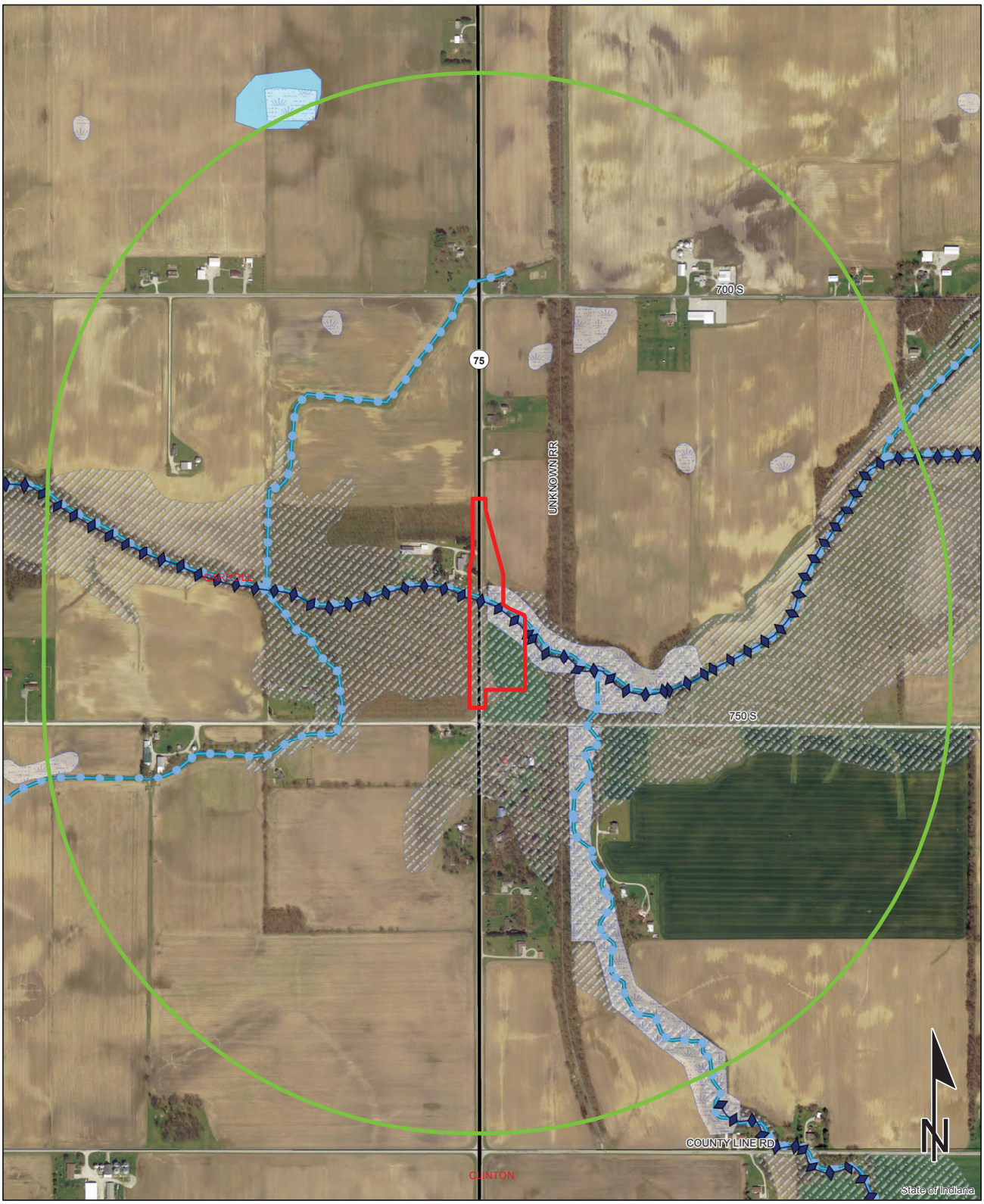
0.1 0.05 0 0.1 Miles

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

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

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

Red Flag Investigation - Water Resources
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



0.1 0.05 0 0.1 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
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Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

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

From: INDOT esd.sam
To: Tina Davis
Cc: Jennifer Rhodes; Harry Nikides
Subject: RE: DES#1703010 RFI
Date: Thursday, September 8, 2022 7:01:04 AM
Attachments: image002.jpg
image003.jpg
image004.jpg
image005.jpg
image006.png
image007.jpg

Good morning Tina –

Thank you for the summary and quick evaluation for Des No. 1703010. SAM concurs that an RFI Addendum is not warranted for the updated project extent or scope. Please make note of the updates in the CE document.

Thank you!
Sincerely,
Nicole

Nicole Fohey-Breting
Site Assessment & Management (SAM) Team Lead
100 North Senate Avenue N758-ES
Indianapolis, Indiana 46204
Office: (317) 416-7084
Email: NFoheyBreting@indot.in.gov
Office Hours: 8 to 4 PM

From: Tina Davis <thartman@ascgroup.net>
Sent: Monday, August 29, 2022 11:54 AM
To: INDOT esd.sam <esd.sam@indot.IN.gov>
Cc: Jennifer Rhodes <jrhodes@ascgroup.net>; hNikides <hnikides@ascgroup.net>
Subject: DES#1703010 RFI

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

INDOT SAM,

The attached RFI was signed on June 16, 2021. Since then the project area and project description

has changed. I've attached a map showing the revised project area and buffer in yellow.

The current proposed bypass bridge would be a three-span continuous composite pre-stressed concrete I-beam, Type II bridge. The bridge would be constructed parallel and to the east of the existing historic bridge. The bridge would be 121-ft long and 39-ft wide. The bridge would be offset from the existing bridge approximately 40 ft to avoid impacting the wingwalls of the existing structure. The section of SR 75 over the new bypass bridge would consist of two 12 ft travel lanes with varied width paved, usable shoulders. The project would require the acquisition of 1.95 acres of permanent right-of-way. Proposed right-of-way widths along SR 75 would be approximately 40 ft to 150 ft from centerline. The project would require the acquisition of 0.43 acre of temporary right-of-way. The project limits would be approximately 1,650 ft in length.

A 5-ft wide pedestrian path with a fence lining the path would be added west of the existing bridge and would end at a pedestrian viewing area. A second 5-ft wide pedestrian path would extend from the parking area to approximately the center of the bridge.

No new features are within the new buffer and no new impacts are in project area.

Can the changes to the project description and project area just be noted in the CE?

Thank you,
Tina

Tina Hartman Davis
Cartography Manager

ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229
614.268.2514 (office)
614.310.3551 (direct)

Facebook | LinkedIn | Web



Jennifer Rhodes

From: Barnes, Tracy <TraBarnes@indot.IN.gov>
Sent: Thursday, June 20, 2024 10:58 AM
To: Jennifer Rhodes; INDOT esd.sam
Cc: Tina Davis; Cameron Berry
Subject: RE: DES#1703010 RFI

Hi Jennifer,

Thank you for the email. You can note the changes in the CE.

Have a wonderful day and stay cool!

Tracy

Biologists are just a bunch of cells talking about other cells.

Tracy Barnes
LPA and Major Projects Coordinator, Site Assessment and Management (SAM) Team
Indiana Department of Transportation
100 North Senate Ave., N758 — Environmental Services Division (ESD)
Indianapolis, IN 46204
Cell: 317-607-4958
Email: trabarnes@indot.in.gov





From: Jennifer Rhodes <jrhodes@ascgroup.net>
Sent: Monday, June 17, 2024 9:01 AM
To: INDOT esd.sam <esd.sam@indot.IN.gov>
Cc: Tina Davis <thartman@ascgroup.net>; Cameron Berry <cberry@ascgroup.net>
Subject: RE: DES#1703010 RFI

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

INDOT SAM,

The attached RFI was signed on June 16, 2021. Since then, the project area and project description has changed twice. A re-check was performed in August 2022 (email below) due to a revised bridge type, ROW amount, length, and project additions (paths and parking area). However, the project area and description has been revised again and a re-check is needed again to determine if an RFI Addendum is needed. I've attached a map showing the revised project area and buffer in yellow.

The current proposed project would repair the existing bridge. The project would remove and replace the existing asphalt roadway and arch fill down to the existing unreinforced concrete arch. Patching and waterproofing the arch, spandrel walls, and wing walls would be included and would preserve all the architectural details of the bridge. The existing bridge railing would be removed and replaced to be visually identical to the existing railing with architectural treatments replicated. The replacement railing would be designed using glass fiber reinforced polymer rebar (GFRP) so it would not alter the nature of the historic bridge. GFRP would also be used to repair the existing cracking along the interface of the spandrel wall and arch ring. Concrete cracks would be epoxy injected. A drainage board would be used along the top of the arch to direct drainage to transverse underdrains at each end which would then drain through the existing abutment drains. The existing pipe drains would be replaced with larger drains due to some of the abutment drains collapsing. The roadway drains at the midspan of the existing bridge would be removed and patched to be watertight. New slotted drains would be added in front of the railing to collect storm water and would carry the water to the ends of the bridge and would discharge away from the bridge. The existing roadway would remain 12-ft wide; however, the shoulders would be widened to 2.5-ft wide and would require a design exception for usable shoulder width. The scour hole at the north foundation, which exposes some of the concrete footer, would be filled in and protected with riprap along the existing stream banks. The project requires the acquisition of 0.034 acre of permanent right-of-way and no temporary right-of-way. Proposed right-of-way widths along SR 75 would be 60 ft from centerline. The project limits would be approximately 150 ft (0.028 mile) in length. The method of traffic maintenance would include a closure of SR 75 with an official state detour using SR 26, US 421/SR 39, and SR 18. Approximately 0.053 acre of trees would be cleared as part of this project. The project is anticipated to start construction in Spring 2027.

Due to the updated RFI templates, there are no NWI-lines, 30 river and stream segments (previously 13), 9 NWI-wetlands (previously 17), and no lakes (previously 1) in project area. ~~The half mile radius and project area were both reduced.~~ While there are updated feature numbers, there are no features that were not on the original RFI mapping.

Due to the project area being reduced, the half mile radius was re-calculated to reflect that reduction.

Can the changes to the project description and project area just be noted in the CE?

Thanks,
Jennifer

Jennifer Rhodes
Technical Editor

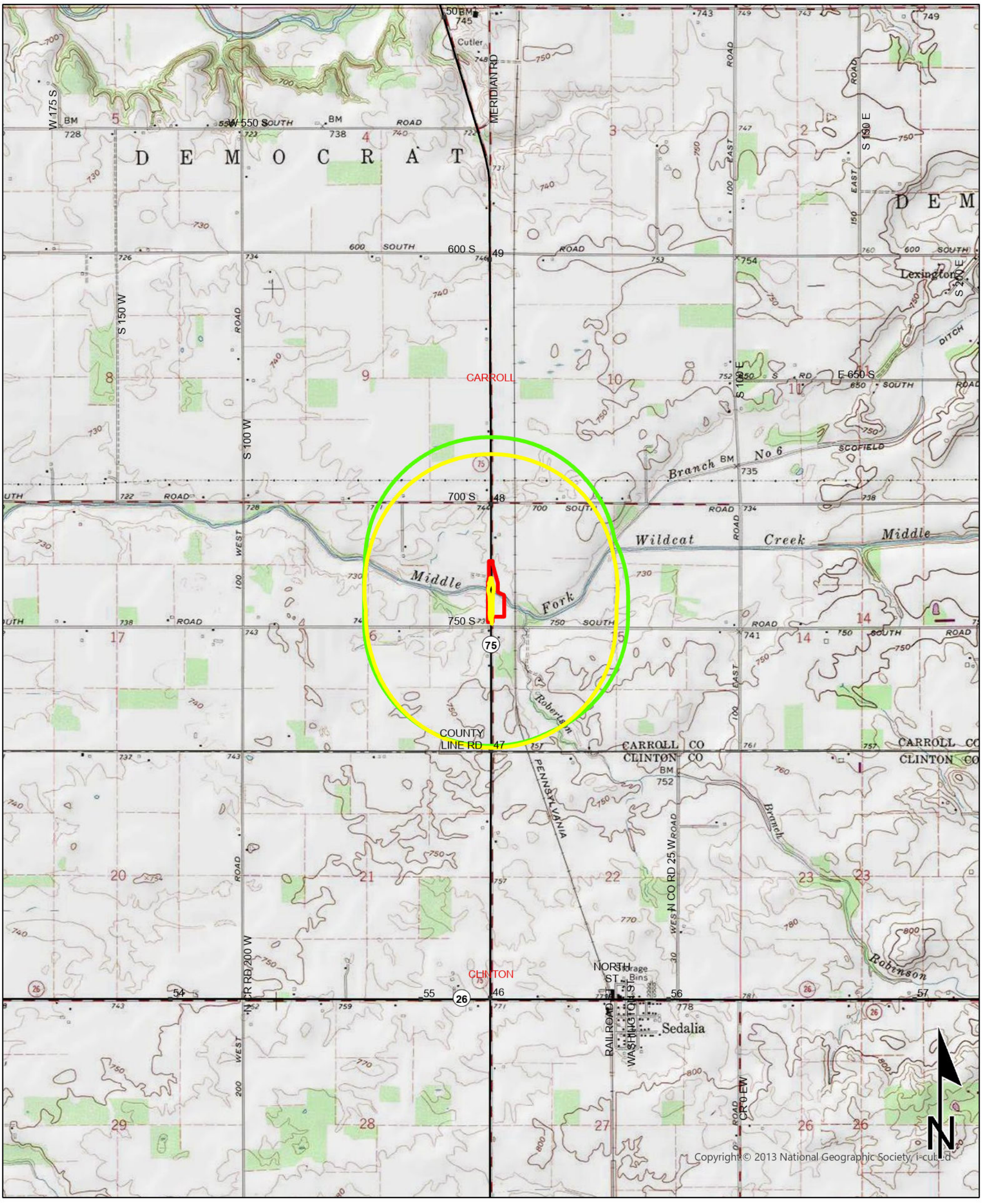
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229
614.268.2514 (office)
614.310.3543 (direct)

Facebook | LinkedIn | Web



From: INDOT esd.sam <esd.sam@indot.IN.gov>
Sent: Thursday, September 8, 2022 7:01 AM
To: Tina Davis <thartman@ascgroup.net>
Cc: Jennifer Rhodes <jrhodes@ascgroup.net>; Harry Nikides <hNikides@ascgroup.net>
Subject: RE: DES#1703010 RFI

Red Flag Investigation - Site Location
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



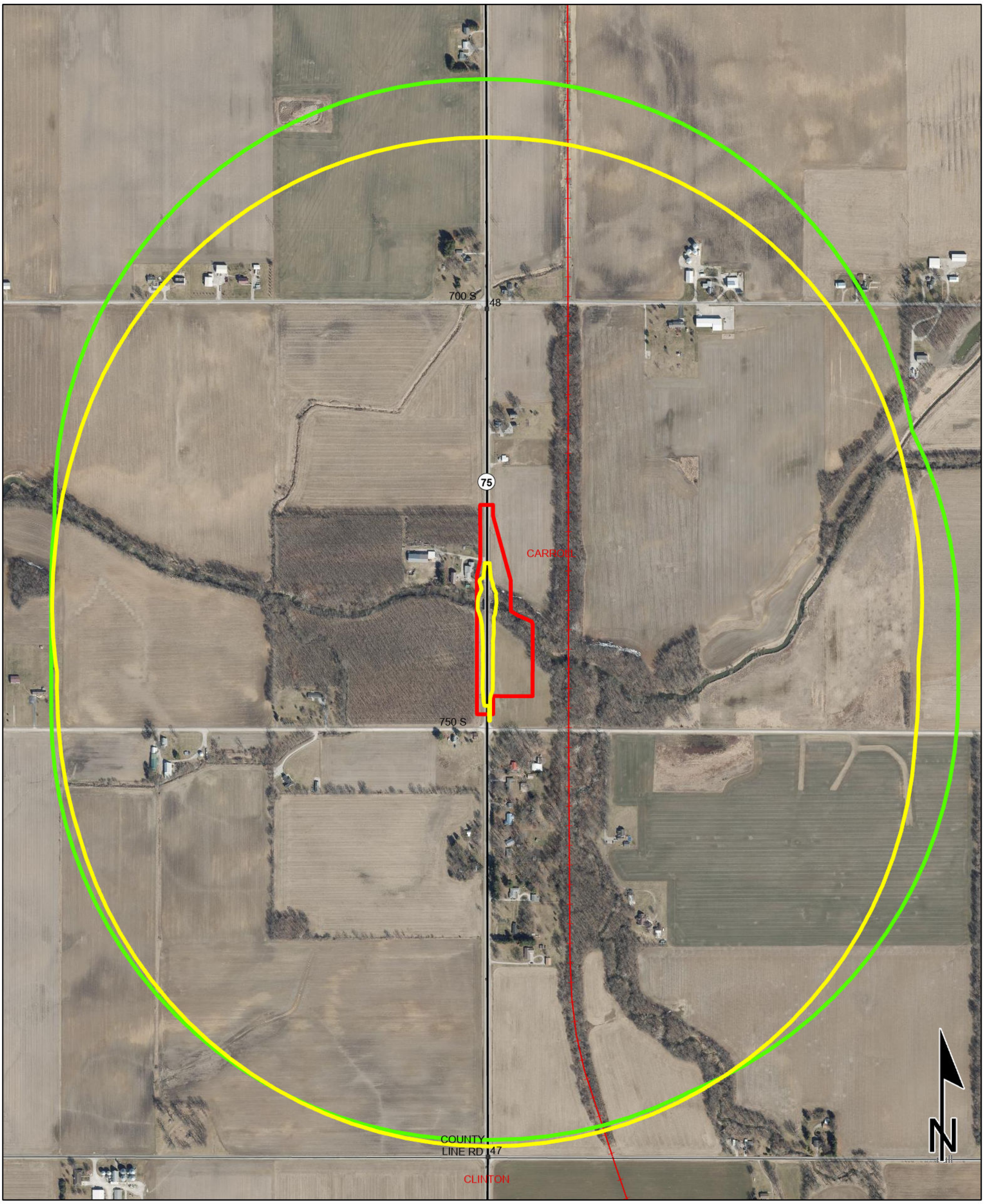
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Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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ROSSVILLE QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



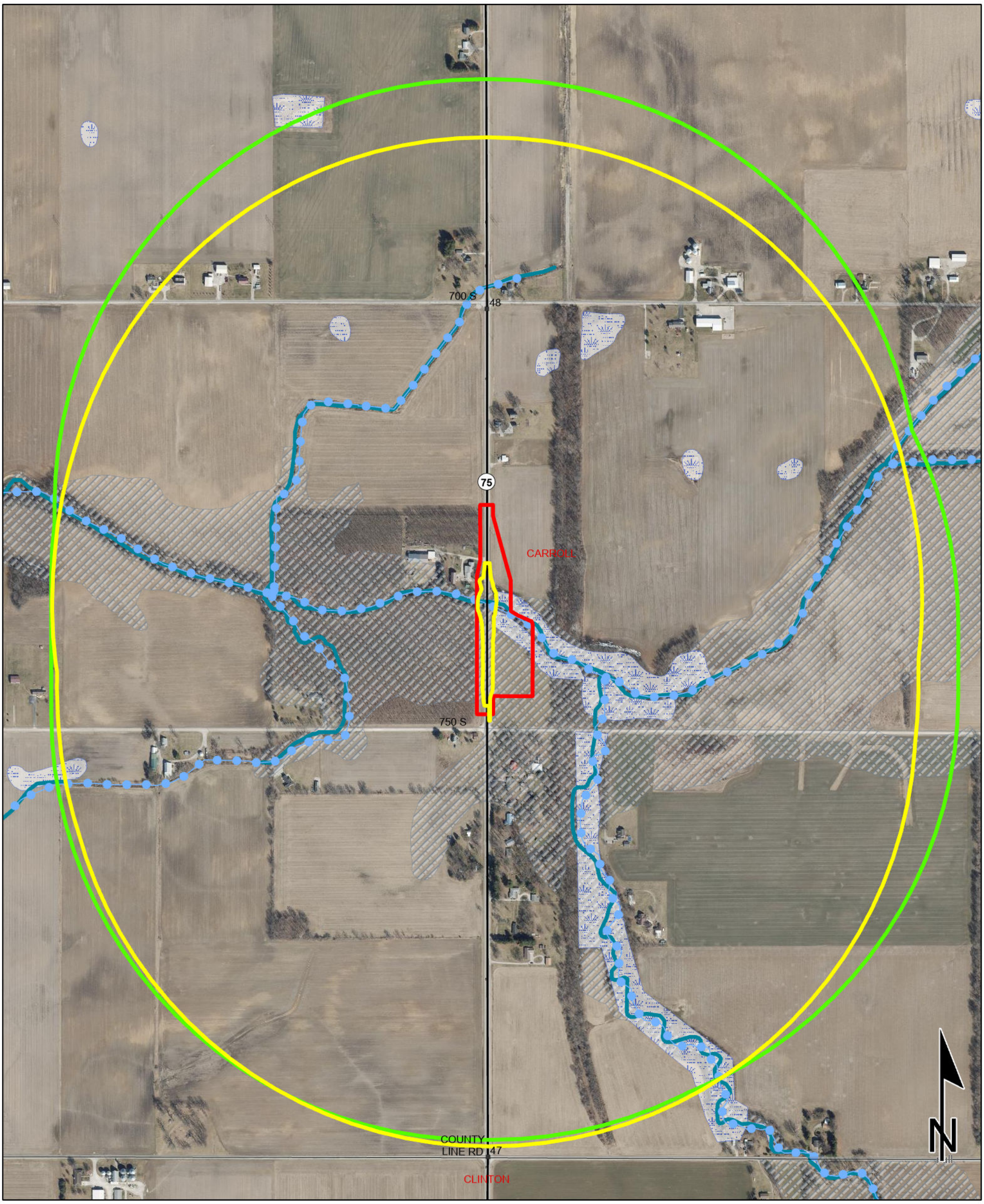
0.1 0.05 0 0.1 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
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- Pipeline
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- Trails
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- County Boundary
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- Half Mile Radius
- Toll
- Interstate
- State Route
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Red Flag Investigation - Water Resources
SR 75 over Middle Fork Wildcat Creek, 1.64 Miles North of SR 26
Des. No.1703010, Bridge Project
Carroll County, Indiana



0.1 0.05 0 0.1 Miles

Sources:

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Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

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

APPENDIX F: WATERS RESOURCES

Waters Report – Including NWI Map
Floodplain Map

Waters of the U.S. Determination/Wetland Delineation Report

SR 75, Carroll County, Indiana
Bridge Rehabilitation and Construction Project
INDOT Des. Nos. 1703010 and 2101206
INDOT Structure No. 075-08-03486; NBI No. 024960

Prepared by: Catherine Holland, Environmental Technician; Andrew Myers, Ecologist; and L. David Cohen, Ecologist
ASC Group, Inc.
Prepared Date: April 19, 2022

Approved 5/17/2022
by Sandra Bowman
Sandra Bowman

PROJECT DESCRIPTION:

Date(s) of Field Reconnaissance: June 23, 2020, August 11, 2020, and April 9, 2021

Sections 15 and 16, Township 23N, Range 1W
Rossville, Indiana Quadrangle
Carroll County, Indiana
Latitude: 40.44067 °N
Longitude: -86.52504 °W

Project Description: The Indiana Department of Transportation (INDOT) proposes to rehabilitate an existing historical bridge (Des. No. 1703010) carrying State Road (SR) 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (INDOT Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960), and construct a new bridge for traffic crossings of SR 75 over Middle Fork Wildcat Creek (Des. No. 2101206). These projects will include rehabilitation of the existing historical bridge and surrounding pavement, followed by the construction of a new 80 foot (ft)-long, 33 ft-wide single-span multi-beam bridge that will be located parallel to the east of SR 75 and bypass the existing historical bridge. These projects will require 3.77 acres of permanent right-of-way (ROW) acquisition. No temporary ROW is expected. Land use within the vicinity of the investigated area includes agricultural farmland, forested agricultural buffer, and residential areas.

DESKTOP RECONNAISSANCE:

Soils (Figure 4):
According to the Soil Survey Geographic (SSURGO) Database for Carroll County, Indiana (United States Department of Agriculture, Natural Resource Conservation Service [USDA, NRCS] 2019), the investigated area does contain soil areas with nationally-listed hydric soils (USDA, NRCS 2020.

Note: Project design changes have occurred. In 2022, permanent ROW was been reduced to 1.95 acres, while temporary ROW was 0.43 acre. The bypass bridge would have been a 121-ft long, 39-ft wide three-span continuous composite pre-stressed concrete I-beam, Type II bridge. There would have also been two 5-ft wide pedestrian paths with one leading to the historic bridge and the other leading to a viewing area. In 2024, the project was re-designed to be a bridge rehabilitation project instead of constructing a bypass bridge. The project limits were reduced and permanent ROW was revised to 0.034 acre with no temporary ROW.

Table 1. USDA, NRCS SSURGO Mapped Soil Units.

Soil Unit Name	Symbol	Flooding Frequency Class	Drainage Class	NRCS Hydric Soil Category	Hydric Rating by Map Unit
Beaucoup silty clay loam, rarely flooded	Ba	Rare	Very poorly drained	Hydric	100% Hydric
Ceresco variant fine sandy loam, occasionally flooded	Ck	Occasional	Somewhat poorly drained	Predominantly Nonhydric	3% Hydric
Fincastle-Starks silt loams, 0 to 2 percent slopes	FaA	None	Somewhat poorly drained	Predominantly Nonhydric	3% Hydric
Rockfield-Williamstown complex, 1 to 6 percent slopes, eroded	RrB2	None	Moderately well drained	Predominantly Nonhydric	9% Hydric

National Wetland Inventory (NWI) Information (Figure 5):
The NWI mapping identified two wetland features within the investigated area; one Palustrine wetland (PFOA1) and one Riverine wetland (R2UBH). Two other wetlands are located within a half mile (United States Fish and Wildlife Service [USFWS] 2019).

Wetland/Water Feature Type	Location
PFOA1	Within investigated area
R2UBH	Within the investigated area
R4SBC	Southwest of investigated area
PEM1C	Northeast of investigated area
R5UBH	3 – Southeast of investigated area

HUC: 051201070204; Town of Rossville-Middle Fork Wildcat Creek

Attached documents:

- Maps (Project Location, Topographic, NRCS Soils, NWI/NHD, Floodplain, and Aerial)
- Photographs with location/orientation map **Photographs removed**
- Wetland Data Sheets
- Preliminary Jurisdictional Determination (PDJ) Form

FIELD RECONNAISSANCE:

ASC Group, Inc., under contract with HWC Engineering, conducted an investigation to determine the presence of potential Waters of the U.S. (WOTUS) or Waters of the State for the proposed bridge project along SR 75 over Middle Fork Wildcat Creek on June 23, 2020, August 11, 2020, and April 9, 2021. The investigated area for this waters report serves as the limits of the delineation and includes all investigated resources, which includes the existing historical bridge, the immediate area surrounding the bridge, existing ROW, and portions of the adjacent private properties. This area of investigation was created to encapsulate the work anticipated at the crossing of SR 75 over Middle Fork Wildcat Creek.

Streams:

A preliminary jurisdictional waters determination was performed in the field to determine if waterways that possessed a defined channel and streambed as defined by the ordinary high water mark (OHWM) were present in the investigated area. A Preliminary Jurisdictional Determination (PJD) Form is included in the attachments. One perennial stream, Middle Fork Wildcat Creek, was identified within the investigated area (Table 2).

Middle Fork Wildcat Creek

Middle Fork Wildcat Creek, a perennial stream, appears as a solid blue line stream on the U.S. Geological Survey (USGS) National Hydrology Dataset (NHD) mapping and flows from southeast to northwest under SR 75. The upstream drainage area of Middle Fork Wildcat Creek from this crossing is approximately 42.248 square miles (27,038.72 acres [ac]). This stream demonstrated an OHWM measurement of 37.8 ft wide and 2.4 ft deep, which was taken away from the influence of the structure during a period of seasonal flow on June 23, 2020. The observed physical evidence used to establish the OHWM (40.44064 °N, -86.52458 °W) include a clear, natural line impressed on the bank, changes in the character of soil, and distressed terrestrial vegetation, among other indicators. Approximately 408.3 linear feet of stream is located within the investigated area and was observed to be of average quality due to the following observations. A riparian buffer provides adequate overhead cover, and riffle and pool complexes were observed within the stream channel. The stream substrate consisted of sand and gravel with aquatic flora and organic sediment located at the bottom of stream pools to provide adequate habitat. Aquatic organisms were observed within the stream. Middle Fork Wildcat Creek is likely a jurisdictional

WOTUS and has significant nexus to Traditional Navigable Waters (TNW) as it ultimately feeds to the Wabash River. This stream is classified as a low perennial unconsolidated bottom (R2UBH) stream according to Cowardin classification.

Table 2. Stream Summary Table.

Stream Name	Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	USGS Blue-line? Type?	Riffles? Pools?	Substrate	Quality	Likely Waters of the U.S.?	Linear Feet and Acreage
Middle Fork Wildcat Creek	19–22, 26–28	40.44064 °N, -86.52458 °W	37.8	2.4	Yes, Perennial	Riffles and Pools	Sand, gravel	Average	Yes	408.3 lft, 0.278 ac

Wetlands:

Two sample points were investigated in order to confirm the presence of wetlands that may potentially be in the investigated area. No sample points were taken within the vicinity of Middle Fork Wildcat Creek crossing due to steep, rocky stream banks in the vicinity. Wetland determination forms are included in the attachments. No WOTUS or Waters of the State jurisdictional wetlands were found within the investigated area.

Sample Point 1

This sample point was taken in the northeast quadrant of the investigated area. This area is located in a roadside ditch between SR 75 and an agricultural field (Figure 7). The dominant plant species observed was crab grass (*Digitaria ciliaris*). The Dominance Test for this area was less than 50 percent and the Prevalence Index was 4.0. These observations do not satisfy the hydrophytic vegetation criterion for a positive wetland determination. The soil observed consisted of a 6-inch layer of 100 percent dark grayish brown (10YR 4/2) loam, followed by a layer of stone aggregate. Several attempts were made to obtain a deeper soil sample within the vicinity and encountered the aggregate layer in each attempt. These observations do not correspond to any hydric soil indicators. This observation does not satisfy the hydric soil criterion needed for a positive wetland determination. One secondary hydrology indicator, Geomorphic Position (D2), was observed at this location. This observation does not satisfy the hydrology criterion for a positive wetland determination. This sample does not satisfy any of the three criterion needed for a positive wetland determination; therefore, this area does not qualify as a wetland.

Sample Point 2

This sample point was taken in the southwest quadrant of the investigated area. This area is located in a roadside ditch between SR 75 and an agricultural field (Figure 7). The dominant plant species observed include reed canary grass (*Phalaris arundinacea*) and poison ivy (*Toxicodendron radicans*). The Dominance Test for this area was greater than 50 percent and the Prevalence Index was 2.11. These observations satisfy the hydrophytic vegetation criterion for a positive wetland determination. The soil observed consisted of a 5-inch layer of 98 percent grayish brown (10YR 5/2) clay loam with 2 percent dark yellowish brown (10YR 4/6) redox concentrations, followed by an 11-inch layer of 100 percent dark yellowish brown (10YR 3/6) clay loam. These observations correspond to the Depleted Matrix (F3) hydric soil indicator. This observation satisfies the hydric soil criterion needed for a positive wetland determination. One secondary hydrology indicator, Geomorphic Position (D2), was observed at this location. This observation does not satisfy the hydrology criterion for a positive wetland determination. This sample point only satisfies two of the three criterion needed for a positive wetland determination; therefore, this area does not qualify as a wetland.

Table 3. Sample Point Summary Table.

Sample Point	Vegetation	Soil	Hydrology	Wetland
1	No	No	No	No
2	Yes	Yes	No	No

Open Waters:

There were no ponds, lakes, or other open water features observed within or adjacent to the investigated area.

Other Features:

Roadside ditches (RSDs) throughout the investigated area were examined for possible jurisdictional status. Five non-jurisdictional drainage features (RSDs 1–5) were observed during the site visit (Figure 7). RSD 1 is located in the southwest quadrant, within the investigated area. RSD 1 is 152 ft long and drains from south to north. RSD 2 is located in the northwest quadrant, within the investigated area. RSD 2 is 214 ft long and drains from north to south. RSD 3 is located in the northeast quadrant, within the investigated area. RSD 3 is 327 ft long and drains from north

to south. RSD 4 is a concrete ditch and located in the center of the investigated area. RSD 4 is 42 ft long and drains from north to south into Middle Fork Wildcat Creek. RSD 5 is located in the center of the investigated area. RSD 5 is a 26 ft long, 6 inch diameter plastic corrugated pipe and drains from south to north into Middle Fork Wildcat Creek. These features did not have a defined channel; therefore, no OHWM measurements were taken for these features.

CONCLUSIONS:

No wetlands were determined to be present within the investigated area. One perennial waterway with a defined OHWM, Middle Fork Wildcat Creek, was observed within the investigated area. Middle Fork Wildcat Creek is a blue line stream on USGS mapping and is likely a WOTUS (Table 2). Every effort should be taken to avoid and minimize impacts to the waterway. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers (USACE). This report is our best judgment based on the guidelines set forth by the Corps.

Acknowledgement:

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.

4/19/22

L. David Cohen
Ecologist
ASC Group, Inc.

INDOT District: LaPorte

ASC GROUP, INC. ARCHAEOLOGY ARCHITECTURAL HISTORY ENVIRONMENT
CULTURAL AND ENVIRONMENTAL CONSULTANTS

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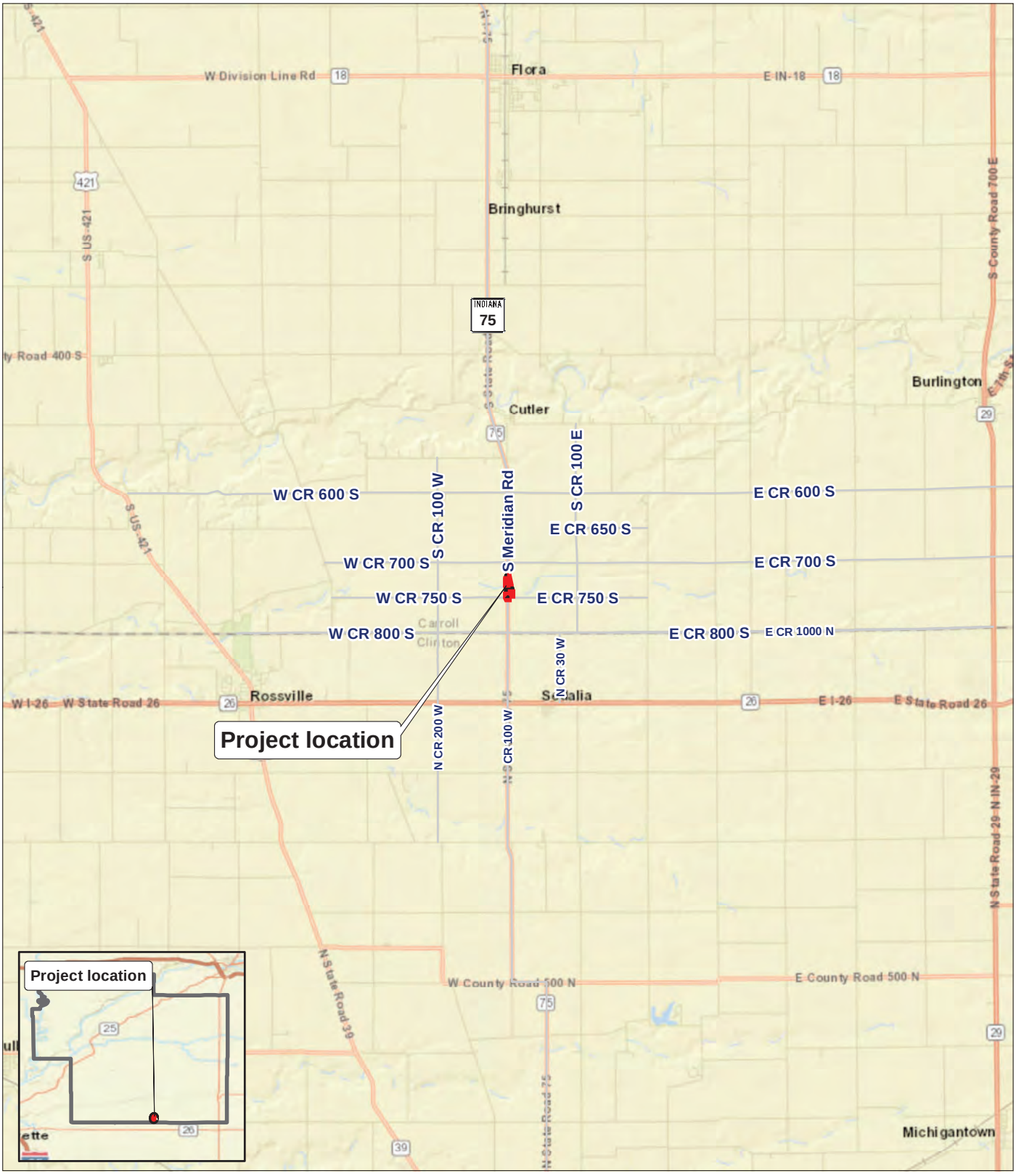


Figure 1

Portion of the ESRI World Street Map showing the vicinity of the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

Base: ESRI World Street Map

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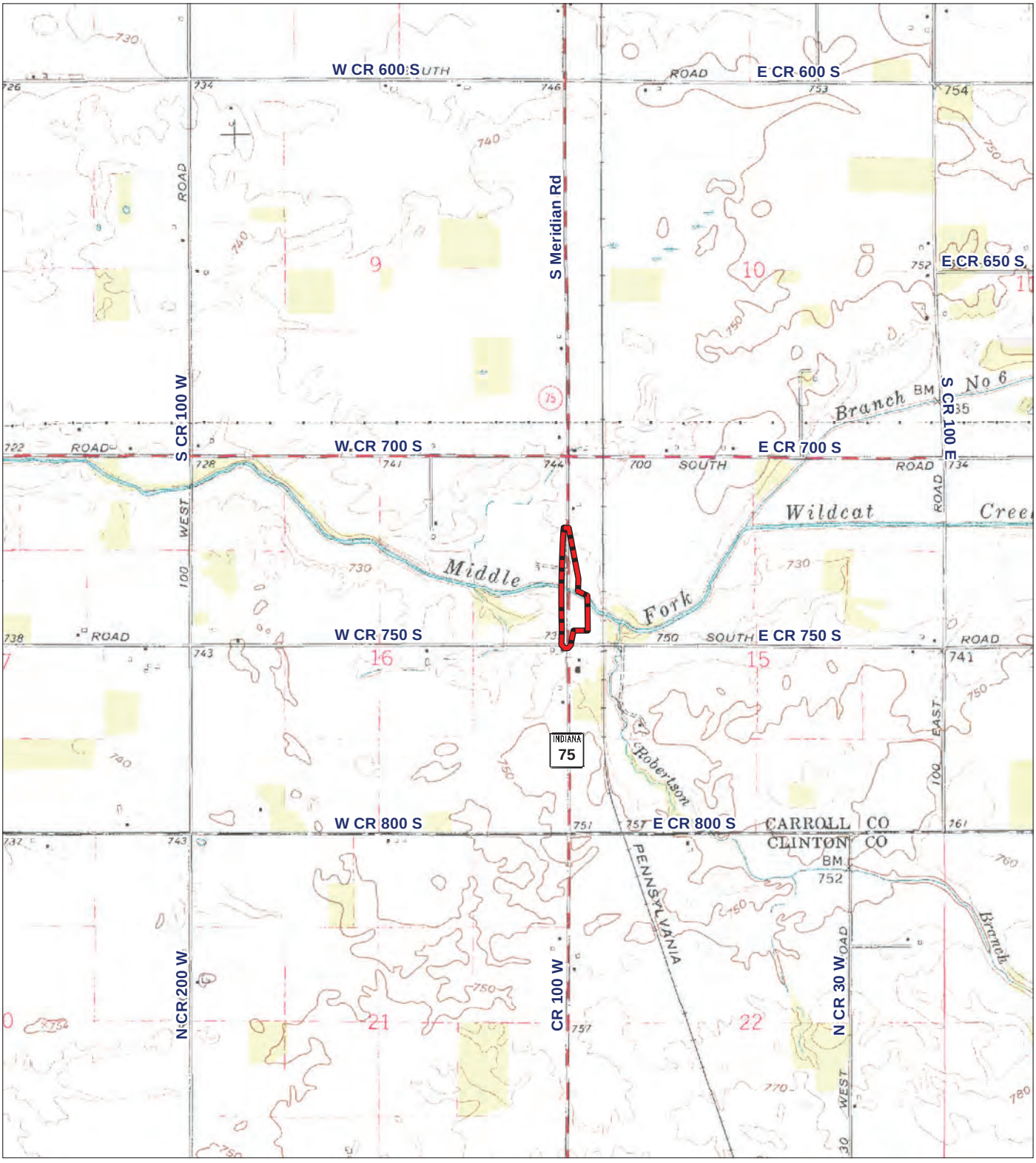
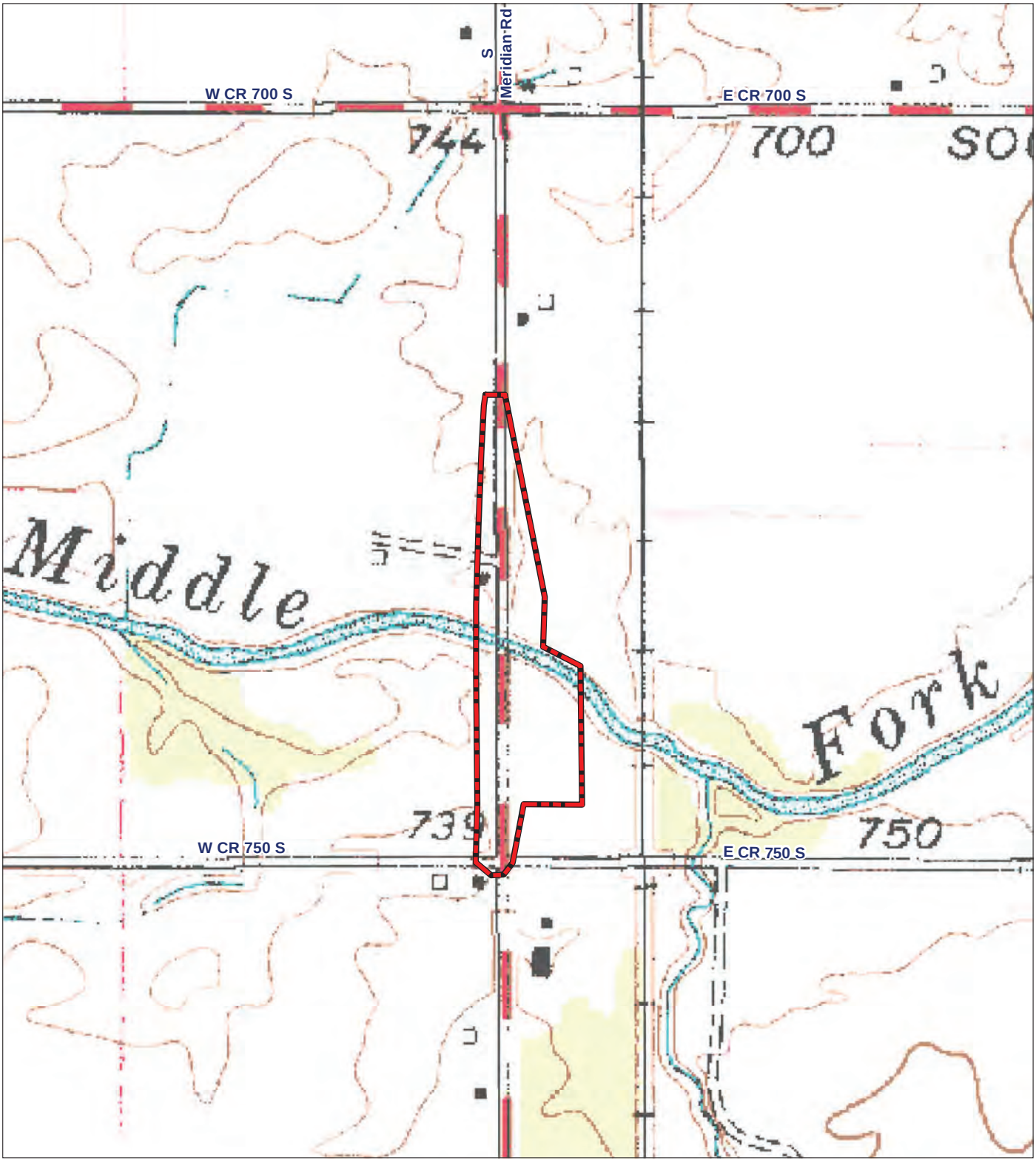


Figure 2

Portion of the 1961 Rossville, Indiana quadrangle (USGS 7.5' topographic map) showing the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

Base: USGS Rossville, Indiana, 7.5' series quadrangle

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Investigated area

0 50 100 150 200 250 Meters

0 250 500 750 Feet

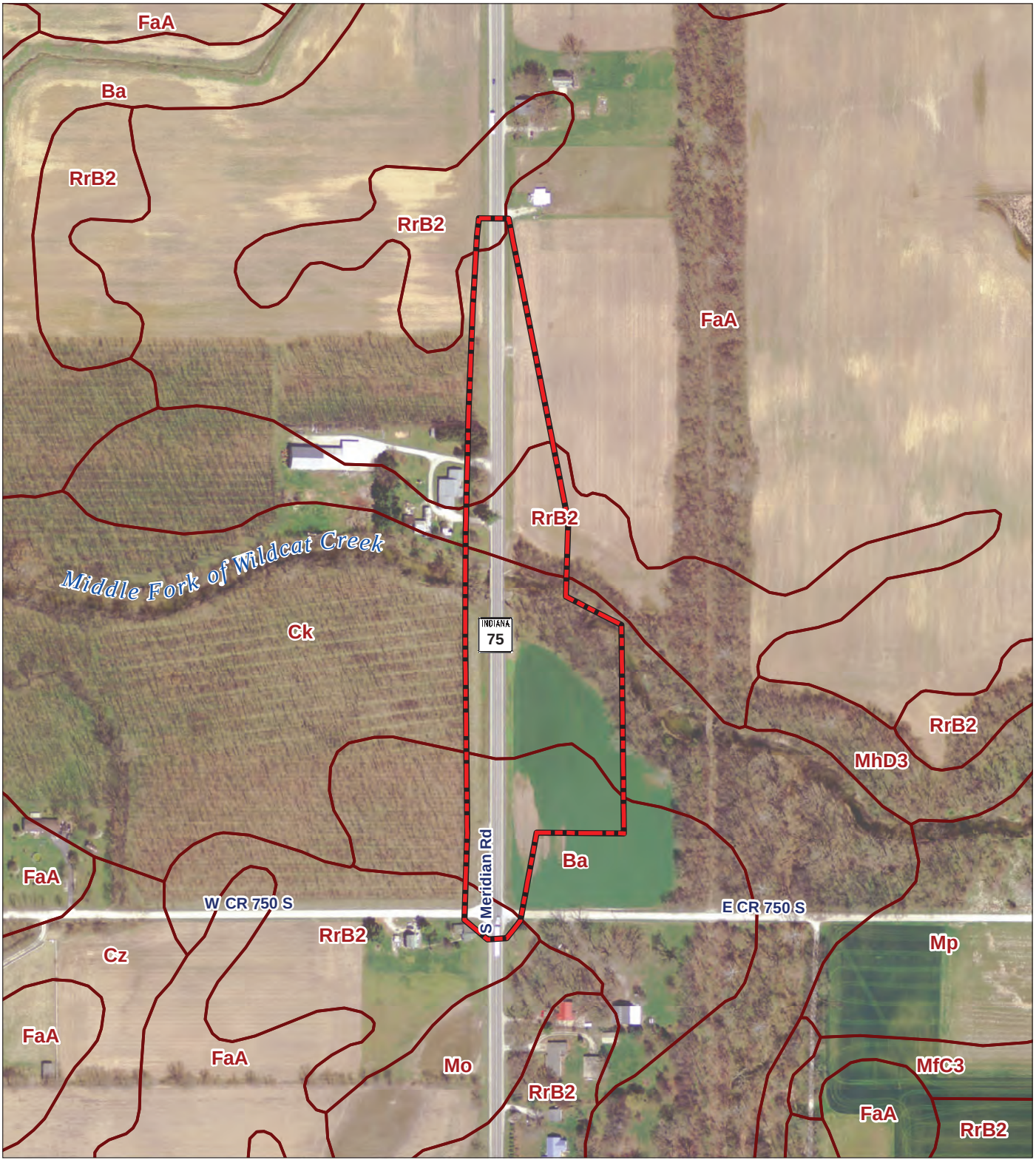
N

Figure 3

Portion of the 1961 Rossville, Indiana quadrangle (USGS 7.5' topographic map) showing the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

Base: USGS Rossville, Indiana, 7.5' series quadrangle

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Investigated area

Soil boundary

N

0 20 40 60 80 100 Meters

0 100 200 300 Feet

Ba: Beaucoup silty clay loam, rarely flooded, 100% hydric

Ck: Ceresco variant fine sandy loam, occasionally flooded, 3% hydric

FaA: Fincastle-Starks silt loams, 0 to 2 percent slopes, 2% hydric

RrB2: Rockfield-Williamstown complex, 1 to 6 percent slopes, eroded, 9% hydric

Figure 4

Portion of the Carroll County, Indiana soil map (USDA, NRCS 2019) showing the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

Base: USDA NRCS 2019; Aerial photograph 2016

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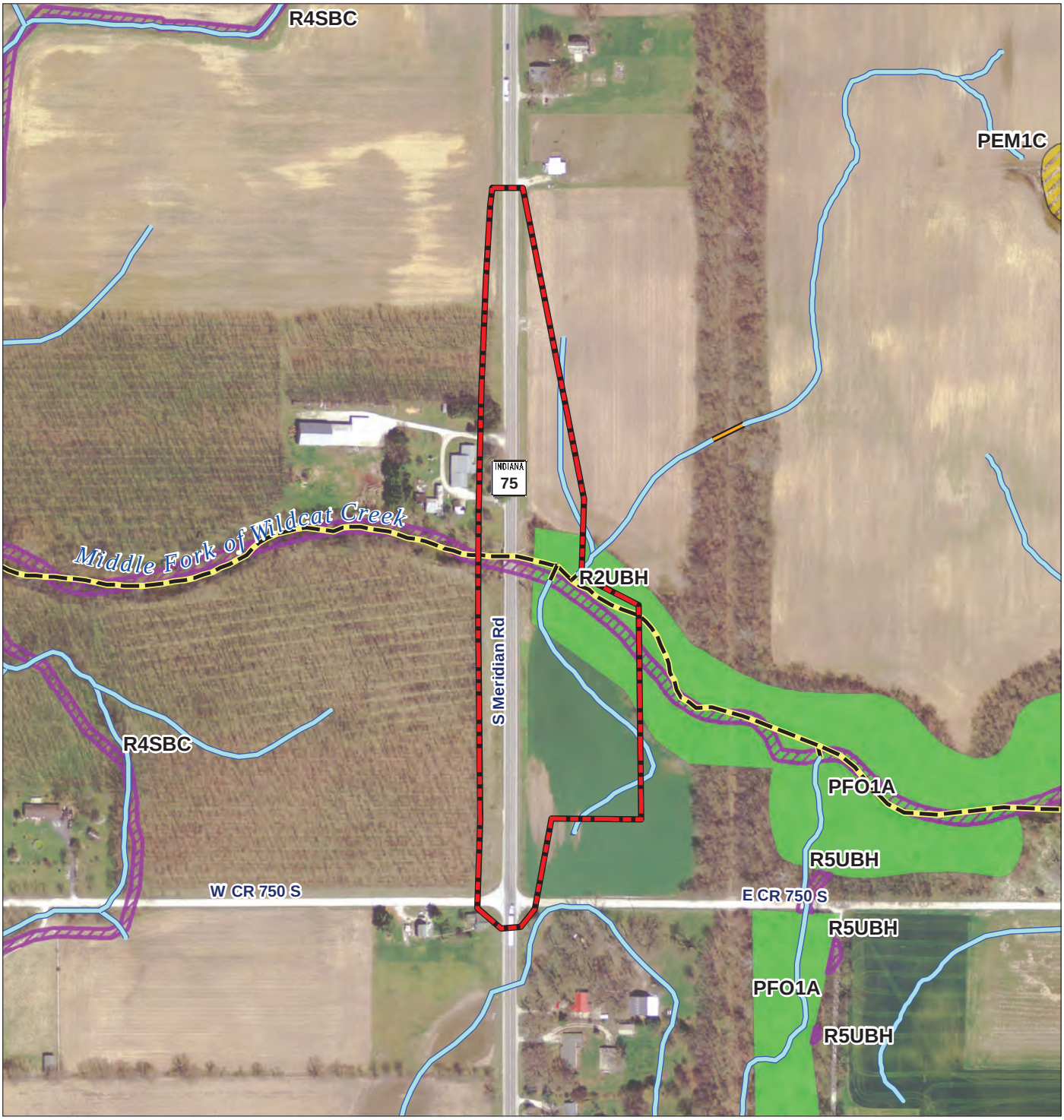
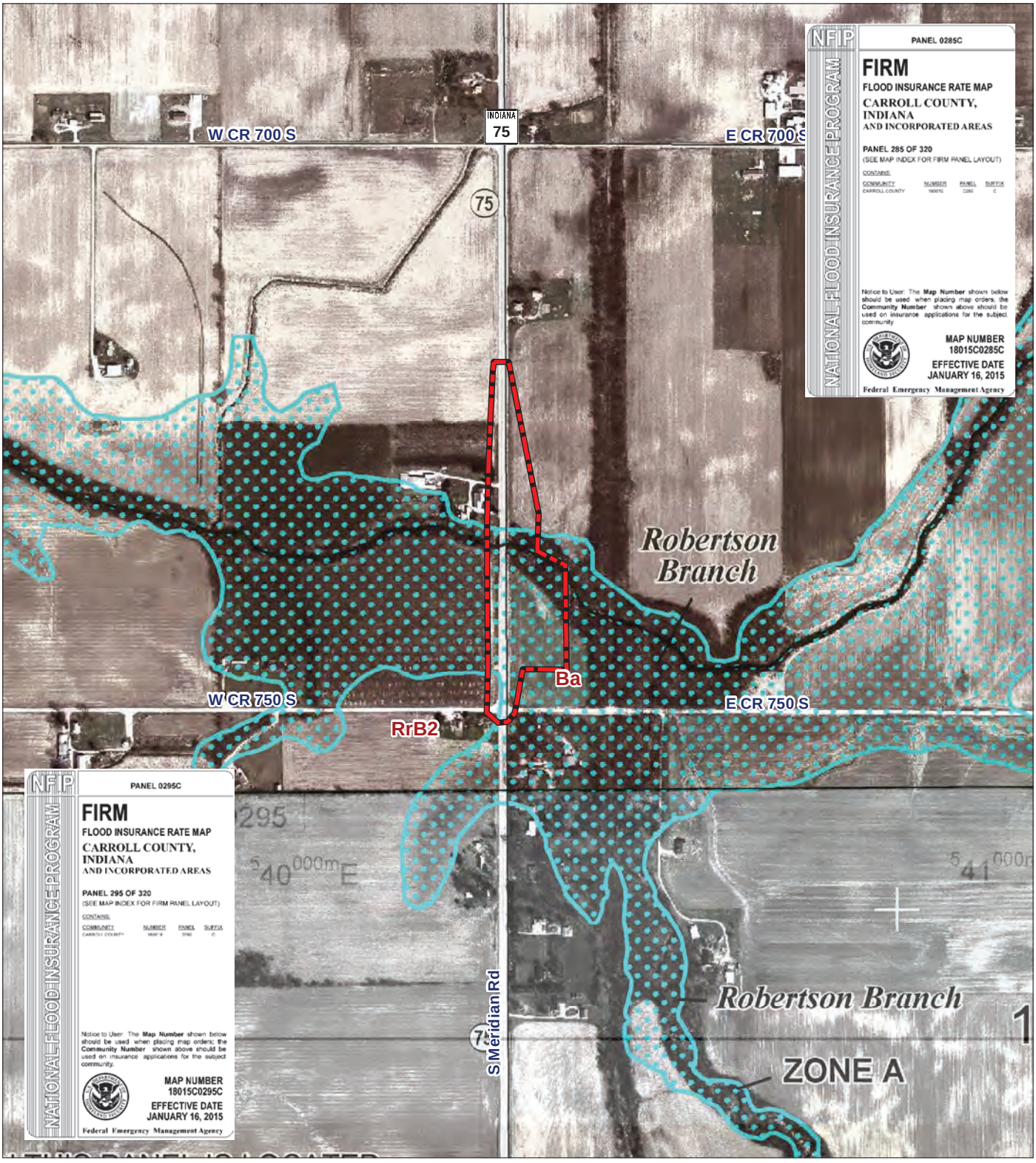


Figure 5

Portion of the National Wetland Inventory (NWI) map (USFWS 2019) and NHD Flowlines (USGS, NHD 2020) showing the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

Base: USFWS 2019, USGS NHD 2020; Aerial photograph 2016

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Investigated area

N

0 60 120 180 240 300 Meters

0 330 660 990 Feet

Figure 6

FEMA FIRM for the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

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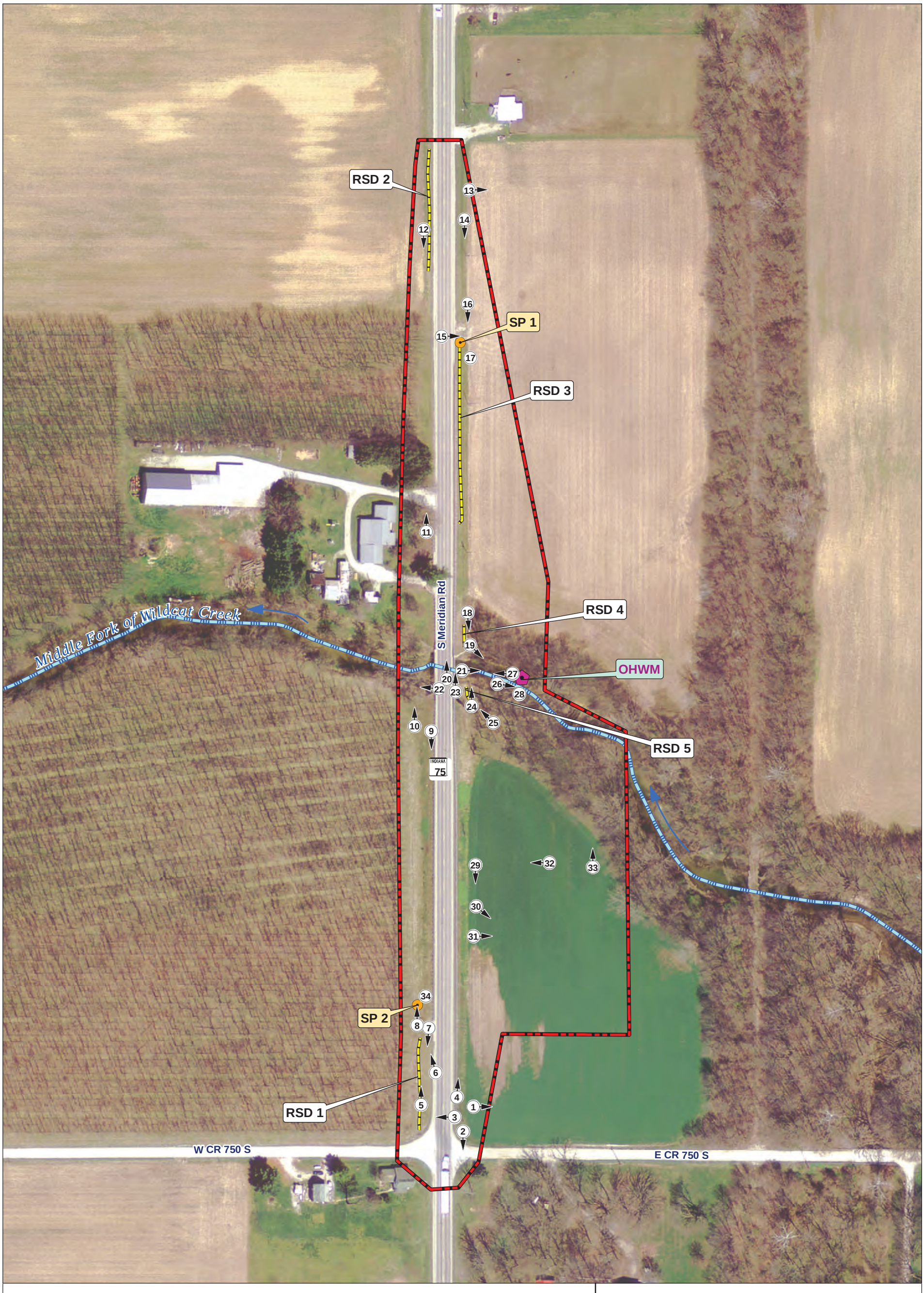


Figure 7

Aerial photograph showing the stream, sample points, and photograph locations for the proposed SR 75 over Middle Fork Wildcat Creek Bridge Project (Des. Nos. 1703010, 2101206) investigated area.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SR 75 Bridge Des. 1703010 City/County: Rossville, Carroll County Sampling Date: 6/23/2020

Applicant/Owner: INDOT State: IN Sampling Point: 1

Investigator(s): A. Myers, C. Holland Section, Township, Range: Section 16, Township 23N, Range 1W

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

Slope (%): 2 Lat: 40.44213 °N Long: -86.52491 °W Datum: WGS 84

Soil Map Unit Name: FaA: Fincastle-Starks silt loams, 0 to 2 percent slopes NWI classification: N/A

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

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

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

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

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

Remarks:

Sampling Point 1 is located along a swale adjacent to SR 75. This area satisfies none of the three criteria necessary for a positive wetland determination. This area is not a wetland.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5 ft)			
1. Digitaria ciliaris	80	Yes	FACU
2. Plantago lanceolata	10	No	FACU
3. Cichorium intybus	5	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	95 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft)			
1.			
2.			
	_____ = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	95	x 4 =	380
UPL species	0	x 5 =	0
Column Totals:	95 (A)		380 (B)

Prevalence Index = B/A = 4

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0[1]

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

___ Problematic Hydrophytic Vegetation[1] (Explain)

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

Hydrophytic Vegetation Present? Yes _____ No X

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

This area does not satisfy the Dominance Test or the Prevalence Index. This sampling point does not satisfy the hydrophytic vegetation criterion.

SOIL

Sampling Point: 1

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

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 4/2	100					Loam	
>6	Gravel Fill							

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

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

Indicators for Problematic Hydric Soils[3]:

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

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

Restrictive Layer (if observed):

Type: Gravel Fill

Depth (inches): > 6 in

Hydric Soil Present? Yes _____ No X

Remarks:

The soils in the area do not correspond to any of the hydric soil indicators presented in the Field Indicators of Hydric Soils in the United States, Version 8.2 (2018). This observation does not satisfy the hydric soils criterion.

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Secondary Indicators (minimum of two required)

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

Field Observations:

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

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

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

Wetland Hydrology Present? Yes _____ No X

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

Remarks:

Sufficient wetland hydrology indicators were not observed. This observation does not satisfy the hydrology criterion.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: SR 75 Bridge Des 1703010 City/County: Rossville, Carroll County Sampling Date: 6/23/2020

Applicant/Owner: INDOT State: IN Sampling Point: 2

Investigator(s): C. Holland, A. Myers Section, Township, Range: Section 16, Township 23N, Range 1W

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

Slope (%): 0 Lat: 40.43920 °N Long: -86.52519 °W Datum: WGS 84

Soil Map Unit Name: Ba: Beaucoup silty clay loam, rarely flooded NWI classification: N/A

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

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

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

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

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

Remarks:

Sampling Point 2 is located along a terrace on southwestern side of the investigated area. This area satisfies two of the three criteria necessary for a positive wetland determination. This area is not a wetland.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft)			
1.			
2.			
3.			
4.			
5.			
	_____ = Total Cover		
Herb Stratum (Plot size: 5 ft)			
1. Phalaris arundinacea	80	Yes	FACW
2. Solidago canadensis	5	No	FACU
3. Carex viridula	5	No	OBL
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	90 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft)			
1. Toxicodendron radicans	5	Yes	FAC
2.			
	5 = Total Cover		

Dominance Test worksheet:

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

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

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	80	x 2 =	160
FAC species	5	x 3 =	15
FACU species	5	x 4 =	20
UPL species	0	x 5 =	0
Column Totals:	95 (A)		200 (B)

Prevalence Index = B/A = 2.11

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤3.0[1]

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

___ Problematic Hydrophytic Vegetation[1] (Explain)

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

Hydrophytic Vegetation Present? Yes X No _____

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

This area satisfies the Dominance Test and the Prevalence Index. This sampling point does satisfy the hydrophytic vegetation criterion.

SOIL

Sampling Point: 2

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

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-5	10YR 5/2	98	10YR 4/6	2	C	PL	Cl Loam	
5-16	10YR 3/6	100					Cl Loam	

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

Hydric Soil Indicators:

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

Indicators for Problematic Hydric Soils[3]:

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

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

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No _____

Remarks:

The soils in the area correspond to the Depleted Matrix (F3) hydric soil indicator presented in the Field Indicators of Hydric Soils in the United States, Version 8.2 (2018). This observation satisfies the hydric soils criterion.

HYDROLOGY

Wetland Hydrology Indicators:

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

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

Secondary Indicators (minimum of two required)

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

Field Observations:

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

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

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

Wetland Hydrology Present? Yes _____ No X

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

Remarks:

Sufficient wetland hydrology indicators were not observed. This observation does not satisfy the hydrology criterion.

PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 4/19/22

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: L. David Cohen, 9376 Castlegate Drive, Indianapolis, IN 46256

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

See project updates at beginning of report

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Indiana Department of Transportation (INDOT) proposes to rehabilitate an existing historical bridge (Des. No. 1703010) carrying State Road (SR) 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (INDOT Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960), and construct a new bridge for traffic crossings of SR 75 over Middle Fork Wildcat Creek (Des. No. 2101206). These projects will include rehabilitation of the existing historical bridge and surrounding pavement, followed by the construction of a new 80 foot (ft)-long, 33 ft-wide single-span multi-beam bridge that will be located parallel to the east of SR 75 and bypass the existing historical bridge. These projects will require 3.77 acres of permanent ROW acquisition. No temporary ROW is expected. Land use within the vicinity of the investigated area includes agricultural farmland, forested agricultural buffer, and residential areas.

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

State: Indiana County/parish/borough: Carroll City: Rossville

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

Lat.: 40.44067° N Long.: -86.52504 ° W

Universal Transverse Mercator: 16N

Name of nearest waterbody: Middle Fork Wildcat 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)
Middle Fork Wildcat Creek	40.440640° N	-86.524576° W	408.3 linear ft (0.278 acre)	Non-Wetland Waters	Section 404

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

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

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

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

- ■ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor: Map: Maps included in the Waters of the U.S. Determination/Wetland Delineation Report for the SR 75, Carroll County, Indiana Bridge Rehabilitation and Construction Project, INDOT Des. Nos. 1703010 and 2101206, INDOT Structure No. 075-08-03486; NBI No. 024960
- ■ Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - ☐ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report. Rationale:_____
- ☐ Data sheets prepared by the Corps:_____
- ☐ Corps navigable waters' study:_____
- ☐ U.S. Geological Survey Hydrologic Atlas:_____
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ■ U.S. Geological Survey map(s). Cite scale & quad name: Rossville, IN quadrangle (USGS 7.5')
- ■ Natural Resources Conservation Service Soil Survey. Citation: Carroll County (USDA, NRCS 2019)
- ■ National wetlands inventory map(s). Cite name: US Fish and Wildlife Service Wetlands Online Mapper web site (USFWS 2019)
- ☐ State/local wetland inventory map(s):_____
- ■ FEMA/FIRM maps FIRM (2015) maps
- ☐ 100-year Floodplain Elevation is:
- ■ Photographs: ■ Aerial (Name & Date): 2016 Aerial
  or ■ Other (Name & Date): June 23, 2020; August 11, 2020; and April 9, 2021 Site Photographs
- ☐ 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.

_____	*L. David Cohen 4/19/22*
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.

Jennifer Rhodes

From: Rehder, Crystal <CRehder@indot.IN.gov>
Sent: Friday, October 18, 2024 3:56 PM
To: Len Mikles
Cc: Jennifer Rhodes; Cameron Berry; Alexander, Lily
Subject: RE: Des. Nos. 1703010 and 2101206 - SR 75, Carroll County, Indiana Bridge Rehabilitation and Construction Project

Hi Len,

Since the investigated area in the report still covers any work that will occur and need permits for, we will not need to revise the waters report. Just make sure the initial field date will be within five years of our permit application submittal.

Thanks for the update!

Crystal Rehder
(317) 499-3274

From: Len Mikles <lmikles@ascgroup.net>
Sent: Wednesday, October 16, 2024 4:34 PM
To: Rehder, Crystal <CRehder@indot.IN.gov>
Cc: Jennifer Rhodes <jrhodes@ascgroup.net>; Cameron Berry <cberry@ascgroup.net>
Subject: Des. Nos. 1703010 and 2101206 - SR 75, Carroll County, Indiana Bridge Rehabilitation and Construction Project

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

Hi Chrystal.

I hope you are doing well. Our NEPA folks received comments on the CE regarding the waters Report for the SR 75, Carroll County, Indiana Bridge Rehabilitation and Construction Project. The waters report was approved in May 2022. The CE reviewers want to know if the waters report needs to be re-coordinated with your office.

Original Scope
The Indiana Department of Transportation (INDOT) proposes to rehabilitate an existing historical bridge (Des. No. 1703010) carrying State Road (SR) 75 over Middle Fork Wildcat Creek in Carroll County, Indiana (INDOT Structure No. 075-08-03486; National Bridge Inventory [NBI] No. 024960), and construct a new bridge for traffic crossings of SR 75 over Middle Fork Wildcat Creek (Des. No. 2101206). These projects will include rehabilitation of the existing historical bridge and surrounding pavement, followed by the construction of a new 80 foot (ft)-long, 33 ft-wide single-span multi-beam bridge that will be located parallel to the east of SR 75 and bypass the existing historical bridge. These projects will require 3.77 acres of permanent right-of-way (ROW) acquisition. No temporary ROW is expected. Land use within the vicinity of the investigated area includes agricultural farmland, forested agricultural buffer, and residential areas.

Updated Scope
Project design changes have occurred. In 2022, permanent ROW was been reduced to 1.95 acres, while temporary ROW was 0.43 acre. The bypass bridge would have been a 121-ft long, 39-ft wide three-span continuous composite pre-stressed concrete I-beam, Type II bridge. There would have also been two 5-ft wide pedestrian paths with one leading to the historic bridge and the other leading to a viewing area. In 2024, the project was re-designed to be a bridge

rehabilitation project instead of constructing a bypass bridge. The project limits were reduced and permanent ROW was revised to 0.034 acre with no temporary ROW.

The work areas have been reduced with the change in plans. There are no new work limits that extend beyond the study area limits that we used in the waters report.

Can you please let us no if we need to re-coordinate the Waters report?

Thank you.

Len Mikles, PWS
Principal Ecologist

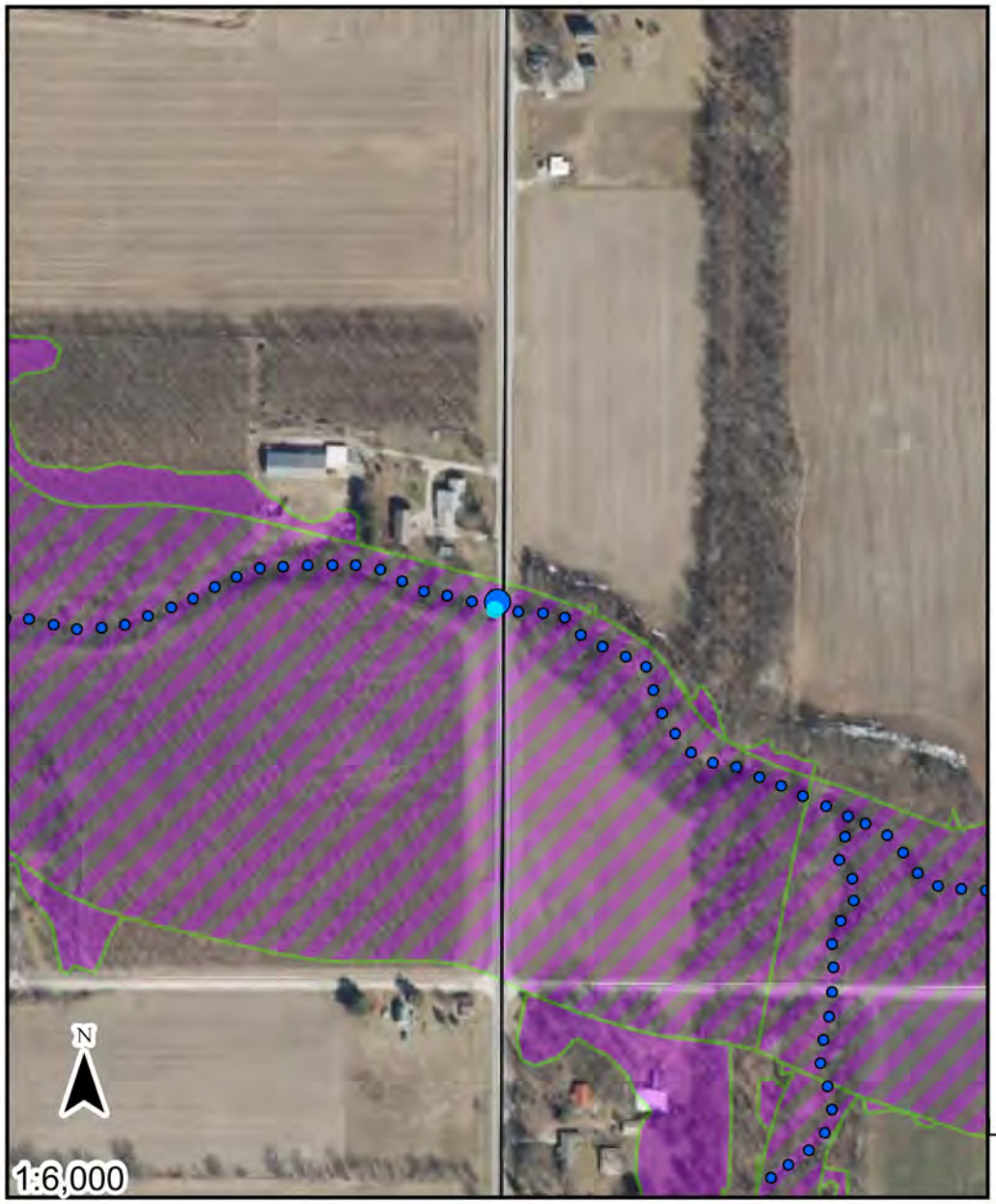
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229
614.268.2514 (Office)
614.396.7369 (Direct)

Facebook | LinkedIn | Web



DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

CreateINFIPReport_PointOfInteres

POI

POI

1.0

FloodHazard_BestAvai_DN

DNR Approximate Floodway

DNR Approximate Fringe

Not Mapped

Long: **-86.52506712112121**

Lat: **40.44071035458285**

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

County: **Carroll**

Stream Name:
Middle Fork Wildcat Creek

Approximate Ground Elevation: **722.8 feet (NAVD88)**

Base Flood Elevation: **733.3 Feet (NAVD88)**

Drainage Area: **Not Available**

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

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

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

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

Floodplain Administrator: **Kamron Yates, Director of Area Plan**

Community Jurisdiction: **Carroll County, County proper**

Phone: **(765) 564-4468**

Email: **areaplan@carrollcountyin.gov**

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

Date Generated: 5/7/2024

APPENDIX G: PUBLIC INVOLVEMENT

Notice of Survey/Entry Letter

Sample Notice of Survey/Entry Letter

HWC ENGINEERING

Confidence in the built environment.
135 N. Pennsylvania, Suite 2800
Indianapolis, Indiana 46204
www.hwcengineering.com

January 29, 2020

RE: Des No.: 1703010
Road: SR 75 in Carroll County
Description: Project Development Services – SR 75 Bridge Replacement

Notice of Survey/Entry

Dear Property Owner:

The Indiana Department of Transportation (INDOT) will perform a survey for the proposed project. 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 small structure replacement project.

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

INDOT employees or subcontractors 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 one of the following listed below. This contact information is as follows:

General Questions:
Jacob Isenburg
Structural Department Manager
HWC Engineering, Inc.
Indianapolis, IN
317-981-1254

Survey Questions:
Luke Jahn, PS
Survey Manager
HWC Engineering, INC.
Indianapolis, IN 46206
(317) 981-1269

Thank you in advance for your cooperation in this matter.

Sincerely,

Luke Jahn, PS

(https://www.in.gov/indot/2888.htm)

If you have received a Notice of Survey from INDOT or the Environmental Assessment Section, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. INDOT's authority to enter onto any property in Indiana is addressed in the Indiana Code.

Receipt of a Notice of Survey does not necessarily mean that INDOT will be buying property from you. It doesn't even necessarily mean that the project will involve your property at all. Since the Notice of Survey is sent out in the very early stages and since INDOT wants to collect data within and surrounding the project's limits, more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Survey, very few specifics have been worked out and actual construction of the project is at least three years away.

Before INDOT begins a project that requires it to purchase property from landowners, INDOT must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Survey, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local papers so that interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing.

If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a Notice of Survey, remember:

1. You do not need to take any action at this time. It is merely letting you know that people in orange vests are going to be in your neighborhood.

2. The project is still in its very early planning stage.

3. Construction is a long way off.

4. You will be notified of your opportunity to comment on the project at a later date.

APPENDIX H: AIR QUALITY

STIP Page

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Carroll County																	
Indiana Department of Transportation	1703010	M 138	SR 75	Bridge Rehabilitation Or Repair	LaPorte	0	STBG	$1,980,572.00	Bridge Construction	CN	-$1,276,000.00	-$319,000.00			($6,594,000.00)	$4,999,000.00	
Performance Measure Impacted: Bridge Condition																	
Location: Sr 75@.-M Fork Wildcat Creek, 01.64 N SR 26																	
Comments:Move CN to FY2027 .Move CN $1,659,000 FY26 in contract 41435, DES 1703044. Des 2101206 has been eliminated, DES 1703010 is moving out to FY27 in a new contract #.																	
Carroll County	1902067	Init.	IR 1001	Bridge Inspections	LaPorte	0	STBG	$267,000.00	Local Funds	PE	$0.00	$3,000.00	$3,000.00				
									Local Bridge Program	PE	$12,000.00	$0.00	$12,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2021-2024																	
Carroll County	2300093	Init.	IR 1005	Bridge Inspections	LaPorte	0	STBG	$284,000.00	Local Funds	PE	$0.00	$57,000.00		$32,000.00	$1,000.00	$23,000.00	$1,000.00
									Local Bridge Program	PE	$227,000.00	$0.00		$127,000.00	$4,000.00	$92,000.00	$4,000.00
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2025-2028																	
Indiana Department of Transportation	41435 / 1703010	Init.	SR 75	Bridge Rehabilitation Or Repair	LaPorte	0	STBG	$3,918,000.00	Bridge Construction	CN	$3,134,400.00	$783,600.00			$3,918,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Sr 75@.-M Fork Wildcat Creek, 01.64 N SR 26																	
Comments:Include DES 1703010, 1703044, 2101206																	
Indiana Department of Transportation	41435 / 1703010	A 18	SR 75	Bridge Rehabilitation Or Repair	LaPorte	0	STBG	$774,580.00	Bridge ROW	RW	$32,000.00	$8,000.00			$40,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: over M fork Wildcat Creek, 01.64 N SR 26 and over Bachelor Run, 1.17 mile N of SR 18																	
Comments:Add RW $40,000 FY2026 DES 1703044, 2101206																	
Indiana Department of Transportation	41435 / 1703010	A 19	SR 75	Bridge Rehabilitation Or Repair	LaPorte	0	STBG	$6,774,580.00	Bridge Construction	CN	$2,140,800.00	$535,200.00			$2,676,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Sr 75@.-M Fork Wildcat Creek, 01.64 N SR 26																	
Comments:Add CN $2,675,632 to FY26 Include DES 1703044 and 2101206																	
Indiana Department of Transportation	41435 / 1703044	M 138	SR 75	Bridge Replacement	LaPorte	0	STBG	$1,980,572.00	Bridge Construction	CN	$1,327,200.00	$331,800.00			$1,659,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Sr 75@.-M Fork Wildcat Creek, 01.64 N SR 26																	
Comments:Des 2101206 has been eliminated, DES 1703010 is moving out to FY27 in a new contract #. CN $1,658,746.00 FY26																	

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

APPENDIX I: ADDITIONAL STUDIES/REPORTS

Land and Water Conservation Fund List - Carroll County
Bridge Inspection Report

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800514	1800514	Carroll	Flora Community Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Found at: https://www.in.gov/indot/engineering/environmental-services/environmental-policy/

Routine Bridge Inspection Report



Structure Information

Structure:	075-08-03486	Facility Carried:	SR 75
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK

Inspection Information

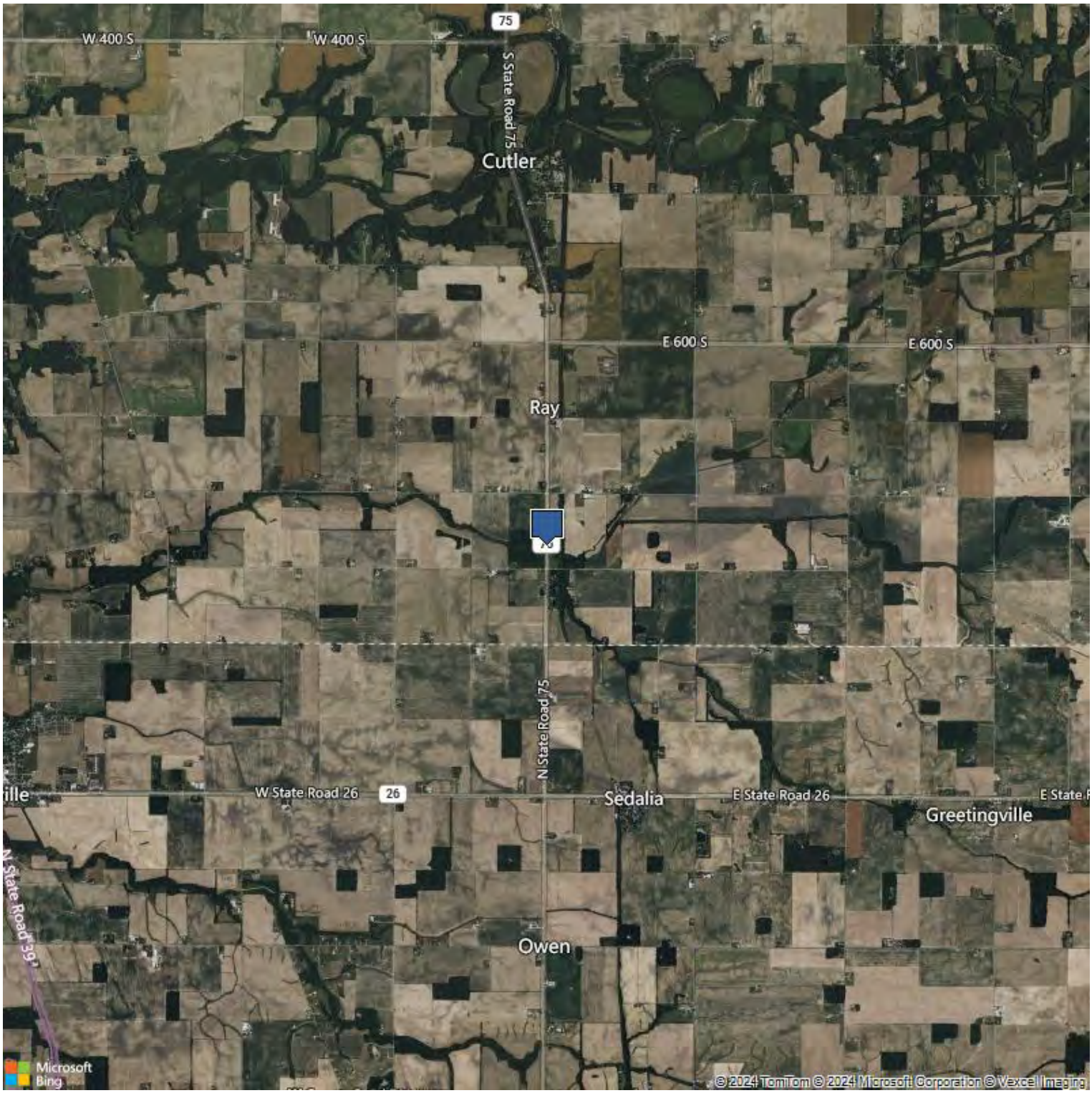
Inspection Date:	11/20/2023	Lead Inspector:	Joshua Anderson
Inspection Type:	Routine	Additional Inspectors:	Joshua Anderson

Condition Ratings Summary

(58) Deck:	**N**	(60) Substructure:	**5**
(58.01) Wearing Surface:	**N**	(61) Channel / Channel Protection:	**6**
(58.02) Joints:	**N**	(62) Culverts:	**N**
(58.05) Approach Slabs:		(71) Waterway Adequacy:	**8**
(59) Superstructure:	**5**	(72) Approach Roadway Alignment:	**8**
(59.01) Paint:	**N**	(113) Scour Critical Bridge:	**3**

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Location Map



Location:	01.64 N SR 26	Latitude:	40.44067
County:	Carroll	Longitude:	-86.52504

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Routine Inspection Summary

Routine inspection by Josh Anderson - 75-08-03486 (SR 75 over M Fork Wildcat Creek)

Overall Condition of this bridge is in fair condition. The concrete railing has extensive spalling. The wearing surface has longitudinal and transverse cracking. The barrel has longitudinal cracking with moderate efflorescence. A large spall at the center of the crown under the drain area. Arch rings on both the east and west sides have similar cracking. Spandrel walls have map cracking with efflorescence and spalling.

The parapets both have moderate deterioration. Both end sections of the parapets sections have small voids under them.

History

1942-New UN-Reinforced concrete Arch Contract B-2296

2023-Programmed Replacement (DES No. 1703010, Contract No. B-41435) - not completed as of inspection.

Proposed a new bridge to be built to bypass this existing bridge. The new Bridge (075-08-10725, NBI # 024961), will be built under Contract B-41435, DES # 2101206. The existing Bridge is 075-08-03486, NBI # 024960, and will be rehabilitated under this same contract, but DES # 1703010. Letting on 09/10/2025.

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Identification

(1) State Code:	185 - Indiana	(12) Base Highway Network:	Inventory Route is not on the Base Network
(8) Structure:	024960	(13A) Inventory Route:	
(5) Inv. Route:	1 - 3 - 1 - 00075 - 0	(13B) Subroute Number:	
(2) Highway Agency District:	4 - La Porte	(16) Latitude:	40.44067
(3) County Code:	008 - Carroll	(17) Longitude:	-86.52504
(4) Place Code:	00000 - N/A	(98) Border	
(6) Features Intersected:	M FORK WILDCAT CREEK	(A) State Name:	
(7) Facility Carried:	SR 75	(B) Percent:	
(9) Location:	01.64 N SR 26	(99) Border Bridge Struct. No:	
(11) Milepoint:	0000.640		

Age Of Service

(27) Year Built:	1942	(19) Bypass Detour Length:	003
(106) Year Reconstructed:	0000	(29) ADT:	002573
(42) Type Of Service		(30) Year Of ADT:	2020
(A) On Bridge:	1 - Highway	(109) ADTT:	09
(B) Under Bridge:	5 - Waterway	(114) Future ADT:	003328
(28) Lanes		(115) Year Of Future ADT:	2030
(A) On Bridge:	02		
(B) Under Bridge:	00		

Structure Type And Material

(43) Main Spans:		(45) No. Of Spans In Main Unit:	001
(A) Kind Of Material:	1 - Concrete	(46) No. Of Approach Spans:	0000
(B) Type Of Design:	11 - Arch - Deck (Spandrel)	(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:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Classification

(20) Toll:	3 - On Free Road. The structure is toll-free and carries a toll-free highway.	(21) Maint Responsibility:	1
(22) Owner:	1 - State Highway Agency	(26) Functional Class:	07
(37) Historical Significance:	2 - Eligible for National Register	(100) Strahnet Highway:	0 - The inventory route is not a STRAHNET route.
(101) Parallel Structure:	N - No parallel structure exists.	(102) Direction Of Traffic:	2 - 2-Way Traffic
(103) Temporary Structure:		(104) NHS Inventory:	0 - Inventory Route is not on the NHS
(105) Federal Lands Highways:	0 - Not Applicable	(110) DES National Network:	Inventory route not on network
(112) NBIS Bride Length:	Yes		

Geometric Data

(48) Length Of Max Span:	0065.0	(35) Structure Flared:	0 - No Flare
(49) Structure Length:	00073.0	(10) Inv Rte, Min Vert Clearance:	99.99
(50) Curb/Sidewalk Widths		(47) Tot Horiz Clearance:	028.0
(A) Left:	00.5	(53) Vert Clear Over Br Rdwy:	99.99
(B) Right:	00.5	(54) Min Vertical Underclearance:	
(51) Brdg Rdwy Width Curb- To-Curb:	028.0	A) Reference Feature:	N
(52) Deck Width, Out-To-Out:	034.5	B) Min Vert Underclear:	00.00
(32) Approach Roadway:	031.0	(55) Lateral Underclearance Right:	
(33) Bridge Median:	0 - No Median	A) Reference Feature:	N
(34) Skew:	15	B) Min Lateral Underclear:	000.0
		(56) Min Lateral Underclear On Left:	00.0

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Inspections

(90) Inspection Date:	2023-11-20T00:00:00	(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:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Load Rating & Posting

5.1 – Loads And Load Ratings	
B.LR.01 - Design Load	HS20
B.LR.02 - Design Method	LFD
B.LR.03 - Load Rating Date	
B.LR.04 - Load Rating Method	EJ
B.LR.05 - Inventory Load Rating Factor	2.00
B.LR.06 - Operating Load Rating Factor	3.35
B.LR.07 - Controlling Legal Load Rating Factor	3.01
B.LR.08 - Routine Permit Loads	C

Legacy Coding	
(65) Inventory Rating Method	0
(66) Inventory Rating	72.22
(63) Operating Rating Method	0
(64) Operating Rating	99.99
(31) Design Load	5
(70) Bridge Posting	5
(41) Structure Open/Posted/Closed	A
Tons Posted	
Date Posted/Closed	

5.2 – Load Posting Status	
B.PS.01 - Load Posting Status	PO
B.PS.02 - Posting Status Change Date	

Posting – Emergency Vehicles (Ton)
Emergency Vehicle Sign
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:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

National Bridge Inventory Condition Ratings

(58) Deck:	N - Not Applicable
(58.01) Wearing Surface:	N - Not Applicable
(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:	No Joints Present

(58.05) Approach Slabs:	
(58.06) Terminal Joints:	N - No terminal joint
(59) Superstructure:	5 - Fair Condition (minor section loss)

The arch ring underside of the barrel has longitudinal cracking with moderate efflorescence and areas of spalling.
The crown of the barrel has a very large spall on the west side.
Parapets on both sides have moderate deterioration and spalling, there are voids under each end section, especially the NW and SE corners.

(59.01) Paint:	N - Not Rated / N/A	Paint Year:	
(59.02) Bearings:		Bearing Type:	N

(60) Substructure:	5 - Fair Condition (minor section loss)

Some spalling and cracking with efflorescence observed.

(61) Channel / Channel Protection:	6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.

The banks were overall well vegetated leading up to the bridge, but there is light vegetation growing on the banks, and under the bridge no channel protection.

(62) Culverts:	N - Not applicable. Use if structure is not a culvert.

INDOT Defined Condition Ratings

Concrete Slopewall:	N - No concrete slopewall
Birds Present?:	N - No Birds and/or Nests Visible
Bats Present?:	No

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Appraisal

(71) Water Adequacy:	8 - Bridge above approaches
(72) Approach Roadway Alignment:	8 - Equal to present desirable criteria
The alignment does not require a speed reduction	
36A) Bridge Rails:	0 - Does not meet acceptable standards/safety feature is required
36B) Transitions:	1 - Meets acceptable standards
36D) Approach Guardrail Ends:	1 - Meets acceptable standards

Sufficiency Rating:	73.6	(67) Structural Evaluation:	5
Status:	0	(68) Deck Geometry:	4
		(69) Underclearances, Vertical & Horizontal	N

Scour Critical Bridge Appraisal

Bridge Inspection Scour Appraisal

(113) Scour Critical Bridges:	3 - Foundations unstable for scour conditions
Top of Structure: 740.97 High Water Elevation: 733.60	
Scour Critical Safety Status:	C - Bridge IS scour critical based on analysis findings and Scour POA is ON FILE
Countermeasures Placed/Verified:	
Bridge Inspection Comments:	

Hydraulic Scour Analysis Determination

Scour Analysis Status:	A - Bridge is NOT scour critical based on analysis findings
Scour Analysis Date:	02/15/2022
Scour Analysis Determination:	2
Hydraulics Comments:	

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023

Element Level Condition Ratings

Component	Total Quantity	Units	CS1	CS2	CS3	CS4	Comments

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: Wearing surface looking SW



PHOTO #: East profile looking Nw

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: Concrete rail spalling



PHOTO #: Arch decking looking up

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: West face looking NE

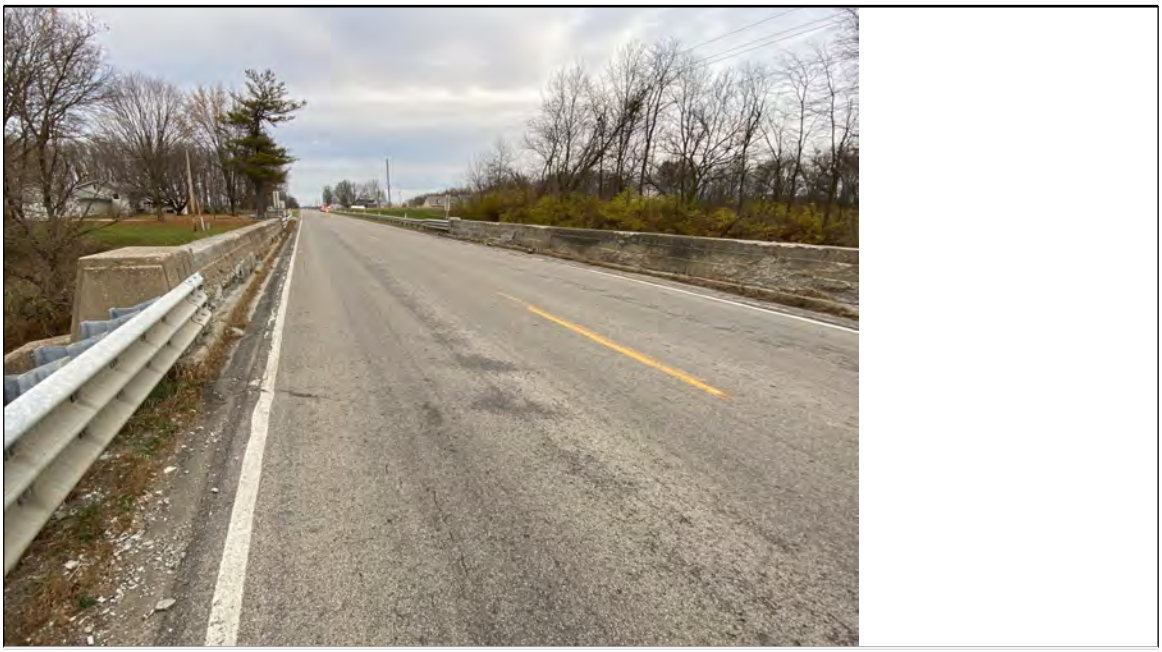


PHOTO #: Alignment looking north

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: Abutment looking north



PHOTO #: Channel looking west

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: Alignment looking south



PHOTO #: Concrete rail. Looking south

Structure:	075-08-03486	Facility Carried:	SR 75	Inspector:	Joshua Anderson
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK	Inspection Date:	11/20/2023



PHOTO #: Abutment looking south



PHOTO #: Channels looking east

Structure Information

Structure Number:	075-08-03486	Facility Carried:	SR 75
NBI Number:	024960	Features Intersected:	M FORK WILDCAT CREEK
County / District:	Carroll	Location:	01.64 N SR 26

INDOT BRIDGE INSPECTION DIVISION

SCOUR PLAN OF ACTION

GENERAL INFORMATION

District: 04

NBI Number: **024960** **Facility Carried :** **SR 75**

Feature Intersected: **M FORK WILDCAT CREEK** **Location:** **01.64 N SR 26**

SCOUR STATUS SUMMARY

Scour Critical Rating:	**3**	**Substructure Rating:**	**6**	**Channel and Channel Protection Rating:**	**6**
Culvert Rating:	**N**	**Waterway Adequacy Appraisal:**	**9**		

Scour/Flood History:

No recorded history of flood water overtopping the bridge; some local scour noted at NE corner of bridge (footing exposure).

Scour Memo {2-15-2022}: Scour Critical -- timber piles are exposed based on computed low scour depth and guidance in the Scour Data Form instructions.

INITIAL SCOUR INSPECTION

Bridge Scour Critical Components:

Abutment 1 and Abutment 2

Trigger:

Upon notification of a significant flood event (such as a roadway with one or more scour critical bridges has been closed due to high water) from a recognized and acceptable INDOT Central Office, INDOT District or Sub-District Office, or County Emergency Management Authority.

Initial Scour Inspection following Trigger(Date/Findings):

MONITORING PLAN

Monitoring Required after Initial Scour Inspection (Y/N):

Reason for Bridge Monitoring:

If monitoring is required after initial inspection, the Bridge Scour Monitoring Log shall be used.

Person or Agency that will monitor the bridge:

INDOT Bridge Inspection (LaPorte)

Monitoring Methodology: Inspectors will visually inspect for any scour around substructure units. Inspectors will look for any signs of sagging or deflection.

Monitoring History/Comments:

Monitoring Termination Criteria: Once the water level recedes to normal flow levels and inspectors can verify that no scour damage occurred.

Bridge Owner Contact Information (Primary):

Amy Wines: (219) 336-5339
Linda Holzinger: (260) 442-2677
Christopher Vergon {BAE}: (219) 325-7487

COUNTERMEASURE INFORMATION AND RECOMMENDATIONS

Existence/Type of Countermeasures Present:

None

Countermeasures Observations:

Not Applicable

Countermeasures Recommendations:

Scour Memo {2-15-2022}: Class 2 riprap should be placed along the abutments as per IDM Figure 203-3B and Standard Drawing E723-CCSP

EMERGENCY TRAFFIC INFORMATION AND RECOMMENDATIONS

Closure Plan: Personnel from the Monticello Unit will close the road when notified by bridge inspection personnel.

Suggested Detour Route:

SR 18 -- US 421 -- SR 26

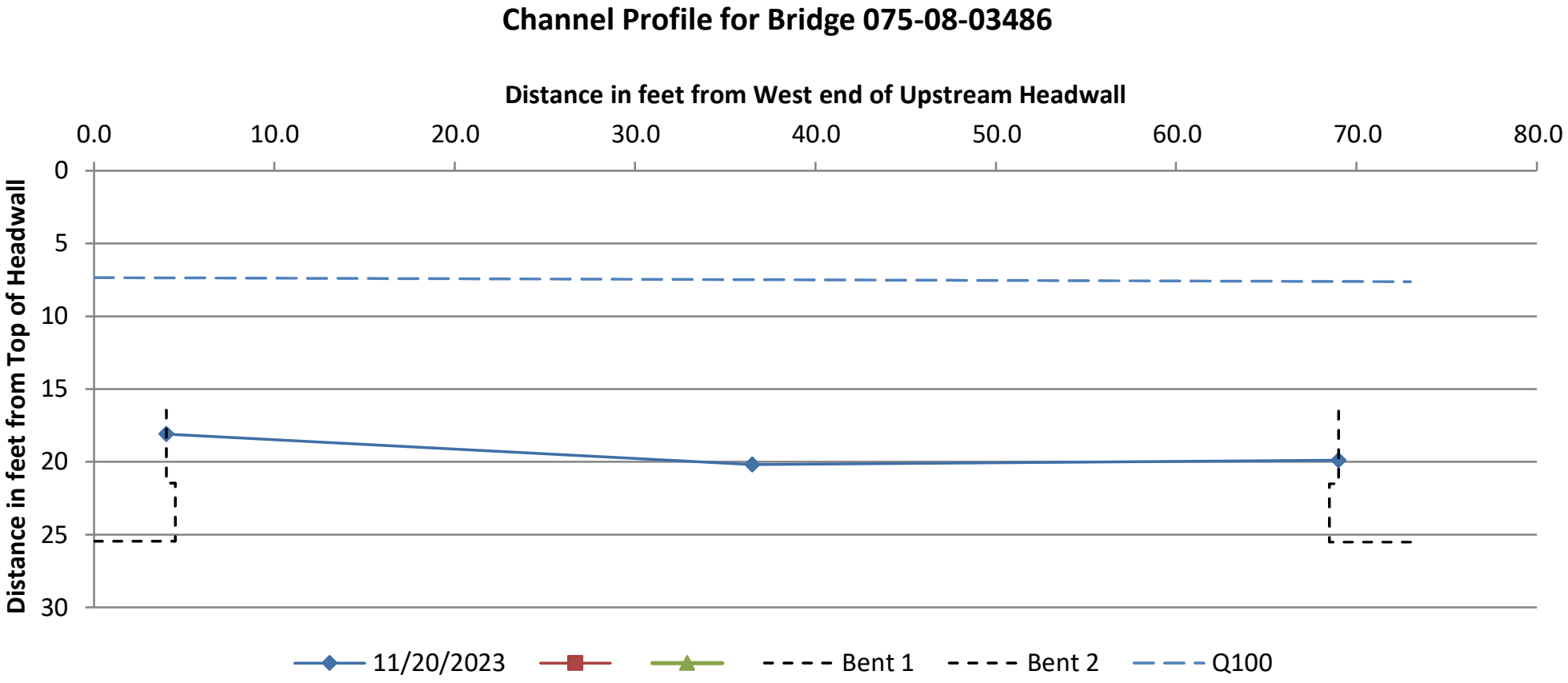
Re-opening Procedures:

The bridge can reopened once the water level recedes to normal flow levels and inspectors can verify that no scour damage occurred.

Provide recommendations as needed, such as reduced routine inspection frequency, need for future underwater inspections, countermeasure recommendations, and other comments.

Add recommended rip-rap during next scheduled rehab.

Scour POA Author (Name/Title)	**Joshua Biller, Senior Bridge Inspection Engineer (Acting)**	**Date**	02/02/2023
Scour POA Approved (Name/Title)	**Cristy Burlage, Bridge Inspection Area Engineer**	**Date**	02/02/2023
Scour POA Updated (Name/Title)		**Date**	02/02/2023


Channel Profile for Bridge 075-08-03486
Distance in feet from West end of Upstream Headwall
0.0
10.0
20.0
30.0
40.0
50.0
60.0
70.0
80.0
Distance in feet from Top of Headwall
0
5
10
15
20
25
30
11/20/2023
Bent 1
Bent 2
Q100