

Indiana Department of Transportation

County Jay

Route US 27 (Meridian Street)

Des. No. 1702940

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

Road No./County:	US 27/ Jay County
Designation Number:	1702940
Project Description/Termini:	Bridge Project, Bridge No. 027-38-06182 B carrying US 27 over the Salamonie River in Portland, Jay County, 0.11 mile south of SR 26 (Water Street)

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____
 ESM Signature _____ Date _____ ES Signature _____ Date _____

 FHWA Signature _____ Date _____

Release for Public Involvement

JD _____ 7/22/2020 _____ BDM for REB _____ 7/22/2020
 ESM Initials _____ Date _____ ES Initials _____ Date _____

Certification of Public Involvement _____
 Office of Public Involvement _____ Date _____

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.
 Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA Preparer: Chad Costa, Lochmueller Group

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Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*? [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.

Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on February 26, 2019... A Public Information Meeting was held at 6:00 PM on August 13, 2019... To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in The Commercial Review on May 18, 2020... Pursuant to the Historic Bridge Programmatic Agreement (HBPA), a public hearing is required.

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Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No

Remarks:

At a public information meeting held on August 13, 2019, a number of attendees provided concerns that focused on three primary themes. Those themes included the following.

- 1) concern that the removal of two lanes between Water Street and Votaw Street will result in congestion/delays, especially for emergency service providers;
- 2) concern with the removal of the traffic signals at Walnut Street and High Street, and;
- 3) concern the back-in angled parking along the east side of US 27 will cause driver confusion, increase accidents, and cause more dangerous conditions for pedestrians (Appendix G, G28 to G113).

In addition, comments were received on April 2, 2020 from a Portland City Council member expressing concerns over the operations of reverse angle parking on a busy highway, and the removal of stop lights. This council member also inquired whether the project would improve the flooding issue or update the sidewalks from Water Street to Williamson Drive (Appendix C, C19 to C20).

Comments were also received on April 9, 2020 from a Jay County Commissioner who expressed concern over the lane reduction through town, and the removal of the stop lights at the Walnut Street and High Street intersections (Appendix C, C53 to C54).

The concerns and inquiries elicited as a result of the public information meeting and that were provided by the two elected officials are associated with the "right sizing" and HMA overlay elements of the once larger project along US 27 between Williamson Drive and W CR 100 North (excluding the limits of the bridge project). After careful consideration of the risk and financial aspects associated with the project, INDOT decided to remove these elements from this contract. This was communicated on June 29, 2020 to the Portland City Council member and the Jay County Commissioner that provided comments about the project (Appendix C, C19 to C20 and C53 to C54).

Comments received in the public hearing process will be addressed and presented in the final environmental document.

At this time, there is no known public controversy over community and/or natural resource impacts regarding the project.

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

Sponsor of the Project: INDOT, Greenfield District INDOT District: Greenfield
Local Name of the Facility: US 27 (Meridian Street)

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

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

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PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Need:

The need for the project is due to the deteriorated existing bridge thin deck overlay of Bridge No. 027-38-06182 B. According to the most recent bridge inspection report, dated May 15, 2019, the wearing surface is in poor condition (condition rating of 4 out of 9). The bridge inspection report noted several deficiencies in the wearing surface. The estimated service life of the existing wearing surface is 5 years.

Secondary to the primary need of the project, is improving the appearance and condition of the coatings on the structure and its features. The paint coat on the existing steel railing and lamp posts is peeling and exposing the steel underneath. In addition, the existing masonry coating on the arch and columns is discolored, cracked and starting the peel. The City of Portland also desires improvements to the appearance of the bridge as the bridge serves as a gateway to the historic downtown area.

Purpose:

The primary purpose of this project is to improve the condition of the deck wearing surface to at least a rating of 8 out of 9, which is considered "very good" and to extend the overall life of the structure. The secondary purpose of the project is to improve the appearance of the structure and its features which will act to slow future deterioration and meet the desires of the City of Portland.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Jay

Municipality: Portland

Limits of Proposed Work: US 27, from 0.09 mile to 0.12 mile south of SR 26

Total Work Length: 0.023 Mile(s)

Total Work Area: 0.09 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

Yes ¹	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input style="width: 100%;" type="text"/>	

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The Federal Highway Administration (FHWA) and the INDOT, Greenfield District is proceeding with a bridge project along US 27, which is also known as Meridian Street, 0.11 mile south of SR 26 in Portland, Indiana.

Location:

The project is located in Wayne Township within Sections 20 and 21; Township 23 north; and Range 14 east as depicted on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle (Appendix B, B2). The project will extend 123.5 feet (0.023 mile) along US 27, from 0.09 mile to 0.12 mile south of SR 26.

Existing Conditions:

The existing bridge (Bridge No. 027-38-06182 B) carries US 27 (Meridian Street) over the Salamonie River between 2nd

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Street and River Road. The bridge is historic and classified as a Select Bridge in the *Indiana Historic Bridges Inventory*. Thus, the procedures outlined in the HBPA are being followed to fulfill FHWA's responsibilities under Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act.

Bridge No. 027-38-06182 B is a single-span concrete through deck arch structure with a length of 110 feet and an out-to-out deck width of 52.7 feet wide. On structure, US 27 consists of two 12-foot wide through lanes (one in each direction) and a 2.6-foot wide shoulder along either side. The bridge railing on either side is comprised of concrete posts with steel railing. A 6.2-foot wide sidewalk is present on either side of US 27, between the concrete arch and the bridge railing. Globe light fixtures atop steel posts and landscaping boxes are mounted to form concrete blocks at either end of each arch. According to the most recent bridge inspection report, dated May 15, 2019, the wearing surface is in poor condition (condition rating of 4 out of 9).

Preferred Alternative:

This project was previously bundled with two other projects, an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811) and a roadway "right sizing" project and HMA overlay from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). These Des. Nos. are discussed in the early coordination letter sent to agencies (Appendix C, C1 to C5), Section 106 documentation (Appendix D), Red Flag Investigation (RFI) completed for the project (Appendix E), public involvement documentation (Appendix G), and Section 4(f) correspondence (Appendix I, I2). However, the project scope was reduced to just include the maintenance activities associated with Bridge No. 027-38-06182 B (Des. No. 1702940). Des. Nos. 1700811 and 1800009 have been suspended. If these projects are renewed at a later date, they will be discussed in a separate environmental document. While the appendices may contain references to resources that occur outside the limits of the bridge project, this form is limited to documenting the impacts associated with the bridge project.

As this project is required to follow the HBPA process, an Historic Bridge Alternatives Analysis (HBAA) was prepared by Lochmueller Group on December 16, 2019. In addition to the "Do Nothing" alternative, the HBAA evaluated an alternative that included the rehabilitation of the bridge for continued vehicular use (two-lane option) that met the Secretary of the Interior's Standards for rehabilitation (Alternative B). This alternative was advanced as the preferred alternative. Excerpts of the HBAA are included in Appendix D, pages D200 to D201. A detailed description of what this alternative involves follows.

The existing bridge thin deck overlay of Bridge No. 027-38-06182 B will be removed by a milling operation. All unsound concrete on the deck will be removed and patched with partial depth patching. A new flexible polymeric concrete bridge deck overlay will be installed. The existing steel railing components and light fixtures will be removed from the bridge. The existing paint system will be completely removed. The steel components will be shop galvanized and then painted using a powder coating method in a black matte finish to match the original appearance. The newly painted steel components will be reinstalled on the bridge with all new steel hardware.

The existing masonry coating on the arch, columns, and concrete portion of the railing will be cleaned. The existing concrete patch on the east arch column will be removed along with any deteriorated concrete on the other columns, arch or concrete portion of the railing. Patching concrete structures, with a special microsilica concrete mix, and welded steel wire reinforcement will be used to patch the areas of removed concrete. A patch material consisting of a concrete mix with microsilica will match the texture and color of the existing concrete components.

After cleaning and patching the existing arch, columns and concrete portion of the railing, the appearance of the concrete components will be reviewed. If the appearance of the cleaned masonry coating is not a good representation of the existing structure aesthetic, the masonry coating will be completely removed using a chemical concrete cleaner and stain removal and hand tools. Once removed, the concrete components will be surface sealed with a tinted seal for protection. The tint would provide color uniformity on the structure and closely resemble the existing masonry coating.

The surface of the sidewalk, curbs and face of the curbs will be surface sealed with a sealer/healer coating. This will repair existing open cracks, preventing the underlying bridge deck floor system from penetrating chloride infiltration, slowing future deterioration. The expected service life of the rehabilitated structure as a result of the improvements is 15

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years. This is merely an estimate of time before additional improvements to the bridge may be required. In accordance with the HBPA, INDOT plans to preserve and maintain the historic bridge for at least 25 years. Plans for the bridge rehabilitation are included as Appendix B, B11 to B17.

From each end of the bridge deck 50 feet of US 27 will be milled 1 ½ inches and a new HMA overlay placed atop the roadway surface. The new HMA overlay will provide a sufficient transition from the bridge floor back into the existing roadway elevation. The total length of the project is 123.5 feet (0.023 mile).

The preferred alternative addresses the purpose and need for the project by improving the condition of the deck wearing surface to a rating of at least 8 out of 9, which is considered “very good.” The improvements made will slow future deterioration, extending the overall life of the structure, and improve the appearance of the structure and its features.

The termini for the bridge project are logical as they are limited to the portion of US 27 necessary to construct the preferred alternative and tie the approaches back into the existing roadway profile. The bridge project is independent of any other projects in the area, including the HMA overlay project and “right sizing” projects it was previously combined with, as it does not influence the need for improvements elsewhere along US 27 and does not rely on ancillary improvements to fulfill the identified purpose and need.

Every effort to avoid, minimize, and/or mitigate project impacts will be made.

Right-of-Way (ROW):

The project will occur within existing ROW. No permanent or temporary ROW will be required for this project.

Maintenance of Traffic (MOT):

The MOT for the project will require the closure of US 27. A detour will be established utilizing SR 26, SR 67, SR 1, and SR 28. The detour length is approximately 24 miles and is anticipated to be in place for the duration of construction. Additionally, sidewalk and curb ramp construction will only take place on one side of the road at a time. A route for pedestrian traffic will be maintained at all times and signs will be posted to direct pedestrian traffic around construction. The MOT will be implemented per the *Indiana Design Manual* guidelines (Appendix B, B13 to B15).

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

“Do Nothing” Alternative: This alternative would not involve any improvements to the Bridge No. 027-38-06182 B. While this alternative eliminates costs and any environmental impacts, this alternative does not address the purpose and need for the project. Under this alternative, the bridge deck will continue to deteriorate. This continued deterioration of the bridge deck will spread and accelerate deterioration of the underlying bridge deck floor system requiring a more extensive rehabilitation to address the condition in the future. Therefore, it was eliminated from further consideration.

The HBPA requires the evaluation of several additional alternatives that are arranged from least harmful to most harmful to the historic bridge. In addition to the “Do Nothing” alternative and the preferred alternative, the other alternatives included in the HBPA but not evaluated include the following.

- Rehabilitation for Continued Vehicular Use (two-lane or one-lane option) not Meeting the Secretary of the Interior’s Standards
- Rehabilitation for Continued Vehicular Use (one-way pair option) Meeting the Secretary of the Interior’s Standards
- Rehabilitation for Continued Vehicular Use (one-way pair option) not Meeting the Secretary of the Interior’s Standards
- Bypass (non-vehicular use) and Build a New Structure
- Relocation of the Historic Bridge and New Bridge Construction, and
- Replacement – Demolition of Historic Bridge and New Bridge Construction (this alternative is not an option for

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Select Bridges)

As the preferred alternative was found to be feasible and prudent and met the purpose and need for the project, and in accordance with the Historic Bridge Project Development Process, analysis of these alternatives is not required.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

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

X

ROADWAY CHARACTER:

US 27 (Meridian Street):

Functional Classification: Principal arterial
 Current ADT: 11,827 VPD (2021) Design Year ADT: 14,080 VPD (2041)
 Design Hour Volume (DHV): 1,160 Truck Percentage (%): 9.4%
 Designed Speed (mph): 35 Legal Speed (mph): 30

	Existing		Proposed
Number of Lanes:	2		2
Type of Lanes:	Through		Through
Pavement Width:	24-29	ft.	24-29
Shoulder Width:	2.6	ft.	2.6
Median Width:	N/A	ft.	N/A
Sidewalk Width:	5-6.2	ft.	5-6.2

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Bridge No. 027-38-06182 B/ NBI No. 7350 Sufficiency Rating: 69.9 out of 100
 (5/15/2019, INDOT Bridge Inspection Report)

	Existing		Proposed	
Bridge Type:	Concrete through arch bridge		Concrete through arch bridge	
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:	29.2	ft.	29.2	ft.
Outside to Outside Width:	52.7	ft.	52.7	ft.
Shoulder Width:	2.6	ft.	2.6	ft.
Length of Channel Work:			0	ft.

Describe bridges and structures; provide specific location information for small structures.

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Remarks: Bridge No. 027-38-06182 B (NBI No. 7350), which carries US 27 over Salamonie River, is located within the project limits. The bridge was built in 1914 and is listed as a Select Bridge in the *Indiana Historic Bridge Inventory*. Work on the structure will consist of a mill and overlay of the existing bridge deck. The project will also involve cleaning and repairing a concrete column, steel railing, and concrete railing pedestals. No work will occur below the OHWM of the Salamonie River.

No other bridges or small structures located within the project area will be impacted by the project.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No** **N/A**

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks: The MOT for the project will require the closure of US 27. A detour will be established utilizing SR 26, SR 67, SR 1, and SR 28 (Appendix B, B13). The detour length is approximately 24 miles and is anticipated to be in place for the duration of construction. Access to properties within the project limits will be maintained at all times during construction. Additionally, sidewalk and curb ramp construction will only take place on one side of the road/bridge at a time. Pedestrian access to sidewalks will be maintained at all times and signs will be posted to direct pedestrian traffic around construction. Please refer to Appendix B, pages B13 to B15 for the MOT plan.

The closure and detour will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 382,300 (2018-2019) Right-of-Way: \$ 0 Construction: \$ 273,520.00 (2020)

Anticipated Start Date of Construction: April 2021

Date project incorporated into STIP July 2, 2019

Is the project in an MPO Area? **Yes** **No**

If yes,

Name of MPO N/A

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Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
TOTAL	0	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 or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: The existing ROW is typically 60 feet wide (generally 30 feet wide either side of the centerline).
 This project will occur within existing right-of-way (ROW). No permanent or temporary ROW will be required for this project.
 If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches	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			

Remarks: Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there is one stream present within or adjacent to the project area.
 A *Waters of the U.S. Determination Report* was approved by INDOT Ecology and Waterway Permitting Office on November 8, 2019 (Appendix F, F19 to F20). Please refer to Appendix F, F1 to F18 for the *Waters of the U.S. Determination Report*. It was determined that one jurisdictional stream, the Salamonie River, is located within the project. The U.S. Army Corps of Engineers (USACE) makes all final determinations

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regarding jurisdiction.

The Salamonie River is not listed as a Federal, Wild and Scenic River; State Natural, Scenic, and Recreational River; Outstanding River for Indiana; navigable waterway; or a National Rivers Inventory stream. No scour protection or other work is anticipated below the OHWM of Salamonie River. Therefore, no impacts are expected.

Early coordination letters were sent to the USACE and the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW) on March 27, 2020 (Appendix C, C1 to C5). The USACE did not respond to the early coordination letter.

The IDNR DFW responded on April 24, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, C21 to C24). Since no stream impacts will occur, these recommendations are not applicable to this project.

An automated letter was generated from the IDEM website on March 27, 2020 (Appendix C, C6 to C14). Applicable recommendations from the Proposed Roadway Letter include coordination with appropriate agencies with regards to stream impacts and limiting stream disturbance. Since no stream impacts will occur, these recommendations are not applicable to this project.

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

Based on a desktop review, a site visit on a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there are no other surface waters within the project area, therefore, no impacts are expected.

Early coordination letters were sent to the USACE and the IDNR DFW on March 27, 2020 (Appendix C, C1 to C5).

The USACE did not respond to the early coordination letter.

The IDNR DFW responded on April 24, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, C21 to C24). Since no surface water impacts will occur, these recommendations are not applicable to this project.

An automated letter was generated from the IDEM website on March 27, 2020 (Appendix C, C6 to C14). Applicable recommendations from the Proposed Roadway Letter include coordination with appropriate agencies with regards to surface water impacts. Since no surface water impacts will occur, these recommendations are not applicable to this project.

Wetlands

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 0 acre(s)

Total wetland area impacted: 0 acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A	N/A	N/A	N/A	N/A

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

X

November 8, 2019

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.

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, and the USGS topographic map (Appendix B, B2), there are six wetlands located within the 0.5 mile search radius. There are two wetlands present within or adjacent to the project area (Appendix F, F11).

A *Waters of the U.S. Determination Report* was approved by INDOT Ecology and Waterway Permitting Office on November 11, 2019. Please refer to Appendix F, F1 to F18 for the *Waters of the U.S. Determination Report*. It was determined that no wetlands are located within the project area. The USACE makes all final determinations regarding jurisdiction. Therefore, no impacts are expected.

Early coordination letters were sent to the USACE and the IDNR DFW on March 27, 2020 (Appendix C, C1 to C5). The USACE did not respond to the early coordination letter.

The IDNR DFW responded on April 24, 2020 with recommendations to avoid or minimize impacts to wetlands (Appendix C, C21 to C24). Since no wetland impacts will occur, these recommendations are not applicable to this project.

An automated letter was generated from the IDEM website on March 27, 2020 (Appendix C, C6 to C14). Applicable recommendations from the Proposed Roadway Letter include coordination with appropriate agencies with regards to wetland impacts. Since no wetland impacts will occur, these recommendations are not applicable to this project.

Presence

Impacts

Yes No

Terrestrial Habitat
Unique or High Quality Habitat

X

X

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group and the aerial map of the project area (Appendix B, B3), there are maintained grass areas along the roadside with scattered ornamental trees, adjacent to the project limits. The south bank of the Salamonie River is lined with

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riparian trees. As the project is limited to existing paved areas, bridge deck, concrete curbs, curb ramps, and sidewalks, impacts to terrestrial habitat are not anticipated. Tree clearing is not anticipated.

Early coordination letters were sent to the USACE and the IDNR DFW on March 27, 2020 (Appendix C, C1 to C5). The IDNR DFW responded on April 24, 2020 with recommendations related to tree clearing and revegetating disturbed areas (Appendix C, C21 to C24). All applicable IDNR DFW recommendations are included in the *Environmental Commitments* section of this CE document.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, B2) there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, C15 to C17). In their response letter, the IGS indicated a moderate liquefaction potential, a high potential for bedrock resources, and a low potential for sand and gravel resources. The response also indicated petroleum exploration wells within the 0.5 mile search radius. An early coordination letter was sent to the IDNR Division of Oil and Gas on March 27, 2020. No response was received. The response from IGS was communicated to the designer on May 29, 2020. No impacts are expected.

	Presence	Impacts	
Threatened or Endangered Species		Yes	No
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Based on a desktop review and the RFI report (Appendix E, E1 to E16) completed by Lochmueller Group on April 24, 2020, the IDNR Jay County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, page E16. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR DFW early coordination response letter dated April 24, 2020 (Appendix C, C21 to C24), 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.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C27 to C33). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

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The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on May 19, 2020, and based on the responses provided, the project was found to “May Affect-Not Likely to Adversely Affect” the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on May 22, 2020, and requested USFWS’s review of the finding (Appendix C, C34 to C45). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

There were no migratory bird nests observed beneath the bridge during the July 24, 2019 site visit by Lochmueller Group.

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.

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts	
		Yes	No
Wellhead Protection Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: The project is located in Jay 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 / U.S. Environmental Protection Agency (USEPA) Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on June 19, 2020 by Lochmueller Group. This project is located within the Portland Municipal Plant’s Wellhead Protection Area. An early coordination letter was sent to the Portland Municipal Water Plant on March 27, 2020. No response was received. Since the maximum depth of excavation for the proposed project is limited to 2 feet below the ground surface, no impact is expected. The project is not located in a Source Water Protection Area.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 19, 2020 by Lochmueller Group. No wells are located near this project. Therefore, no impacts are expected.

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Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Lochmueller Group on May 28, 2020; this project is located in an Urban Area Boundary (UAB) location. However, no coordination is needed because a Rule 13 Permit from IDEM has not been issued. No further coordination is necessary at this time.

Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), and the design plans (Appendix B, B11) this project is located where there is a public water system. The public water system will not be affected because the maximum depth of excavation will be limited to 2 feet below the ground surface and the project is limited to the existing pavement, bridge deck, concrete curbs, curb ramps, and sidewalks. An early coordination letter was sent to the Portland Municipal Water Plant on March 27, 2020. No response was received. Coordination with the water utility will continue as design progresses.

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

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Lochmueller Group on October 2, 2019, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F12). An early coordination letter was sent on April 2, 2020 to the local Floodplain Administrator. The Floodplain Administrator did not respond within the 30-day time frame. Because of the modifications to Bridge No. 027-38-06182 B, this project qualifies as a Category 3 per the current INDOT CE Manual, which states the following.

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.

Farmland	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006* N/A
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on March 27, 2020 to Natural Resources Conservation Service (NRCS). The NRCS responded on April 6, 2020 and stated that the project will not cause a conversion of prime farmland (Appendix C, C26).

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SECTION C – CULTURAL RESOURCES

Minor Projects PA Clearance	Category	Type	INDOT Approval Dates	N/A
				X

Eligible and/or Listed
Resource Present

Results of Research

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

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report		
Historic Property Report	November 21, 2019	December 18, 2019
Archaeological Records Check/ Review	June 25, 2019	July 22, 2019
Archaeological Phase Ia Survey Report		
Archaeological Phase Ic Survey Report		
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	May 12, 2020	June 10, 2020
800.11 Documentation	May 12, 2020	June 10, 2020

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

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks: As this is a federal aid highway project, a Section 106 evaluation is required as mandated by the National Historic Preservation Act of 1996, as amended (54 USC § 306108) and as governed by the process established by 36 CFR Part 800. This process mandates the evaluation of the effects of the undertaking on properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP). Please note, the discussion below and the identified resources pertain to the combined project that included an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811), and the “right sizing” / HMA overlay of US 27 from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). The scope of this project has been reduced to only include the maintenance activities associated with Bridge No. 027-38-06182 B (Des. No. 1702940). On July 1, 2020, an informational letter was sent to all initially invited consulting parties communicating this change in project scope (Appendix D, D208 to D217).

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Area of Potential Effect (APE):

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE for the undertaking includes the full extent of the bridge project (Des. No. 1702940) and the suspended projects; an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811), and the “right sizing” / HMA overlay of US 27 from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). The APE encompasses all resources immediately adjacent to the original project limits and those which may not be immediately adjacent, but which have a proximate viewshed of the originally defined project area. The APE for the majority of the project extends approximately 150 feet from the project location (Appendix D, D18). The APE expands farther at the north and south ends of the project location to accommodate the wider viewshed. At the south end of the project location, the APE extends approximately 290 feet beyond the project location. At the north end of the project location, the APE extends approximately 430 feet past the project location.

Coordination with Consulting Parties:

Early coordination was initiated on June 25, 2019 with the potential consulting parties listed in the below table. This correspondence included an invitation to organizations and individuals to participate in the Section 106 process for the undertaking (Appendix D, D148 to D154). In a letter dated July 22, 2019, representatives of the Indiana State Historic Preservation Officer (SHPO) responded to the early coordination material asking that the Jay County Chamber of Commerce and the Jay School Corporation be invited to be consulting parties for this undertaking (Appendix D, D158 to D160). In an email dated July 23, 2019, the Jay County Chamber of Commerce and the Jay School Corporation were invited to be consulting parties for this undertaking (Appendix D, D161).

The following is a list of invited organizations and individuals and the date of their response. Those who indicated their intent to serve as consulting parties are identified in **bold**. Please note, SHPO is considered an automatic consulting party.

Section 106 Invited Consulting Parties	Date of Response
State Historic Preservation Officer (SHPO)	July 22, 2019
Jay County Historian	No response
Jay County Historical Society	No response
Jay County Board of Commissioners	July 9, 2019
Jay County Highway Supervisor	No response
Mayor of Portland	No response
Portland Street Department	No response
Portland Historic Preservation Commission	No response
Indiana Landmarks- Eastern Regional Office	No response
Historic Spans Task Force	No response
Delaware Tribe of Indians, Oklahoma	No response
Eastern Shawnee Tribe of Oklahoma	No response
Forest County of Potawatomi	No response
Miami Tribe of Oklahoma	July 19, 2019
Peoria Tribe of Indians of Oklahoma	No response
Pokagon Band of Potawatomi Indians	No response

Archaeology:

With regards to archaeological resources, a qualified professional archaeologist with Lochmueller Group determined that all work of the proposed project will occur within previously disturbed soils. A review of the State Historic Architecture and Archaeological Database (SHAARD) was also conducted by the consultant, which yielded no previously recorded archaeological sites or cemeteries within or adjacent to the project area. As a result of this archaeological records check, no further investigations were recommended. This assessment was concurred with by representatives of the SHPO on July 22, 2019 (Appendix D, D158 to

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D160).

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (IC 14-21-1-27 and -29) requires that the discovery must be reported to the IDNR within two business days.

Historic Properties:

The NRHP, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted. The *Jay County Interim Report* (1985) was also reviewed. One resource listed in the NRHP, the Portland Commercial Historic District (NR-1299), is located within the APE. Within the APE, seven Outstanding, eleven Notable, twenty-two Contributing, and twenty-one Non-Contributing, previously surveyed resources from the *Jay County Interim Report* were located.

The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) was reviewed. One bridge eligible for listing in the NRHP is located in the APE, the Meridian Street Bridge (Bridge No. 027-38-06182 B / NBI No. 007350). The *Indiana Historic Bridge Inventory* lists this bridge as Select.

On July 24, 2019, a qualified professional with Lochmueller Group conducted a site visit of the APE and documented resources at least 50 years of age, and those that will be 50 years of age at the time of the project letting (2021). The APE was investigated for the existence of any historic properties, structures, objects, or districts listed in or eligible for listing in the NRHP.

An Historic Property Report (HPR) was completed by Lochmueller Group on November 20, 2019 (Appendix D, D197 to D198). A link to the HPR via IN SCOPE was furnished to consulting parties on November 21, 2019 (Appendix D, D162 to D167). In addition to the one NRHP-listed resource (the Portland Commercial Historic District), three resources within the APE, the Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church, were recommended eligible for inclusion in the NRHP. On December 18, 2019, the SHPO staff concurred with the recommendations of the HPR (Appendix D, D168 to D170). A discussion of each is provided below.

Portland Commercial Historic District- the Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on Meridian Street from Arch Street to, and including, the reconstructed Meridian Street Bridge with additional resources west of Meridian on Walnut, Main, Commerce, and Court Streets (Appendix D, D19). The Portland Commercial Historic District (NR-1299) was listed in the NRHP in 1996 under Criterion A (Commerce and Politics/Government) and Criterion C (Architecture) with a period of significance from 1870-1945.

Dr. Foster House- the Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street (Appendix D, D20). The property was built circa 1930 by Dr. Lee E. Foster. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the west elevation. The main portion of the house has a side gabled roof with cornice returns and two brick chimneys on the north and south elevations. The front pedimented porch roof with a shallow arch has fluted Tuscan columns and a brick foundation, which leads to a front door with a fanlight and four-light sidelights. There is a garage on the property that was built in the same style as the house. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the NRHP under Criterion C for its architectural significance.

House at 834 S. Meridian Street- The house located at 834 S. Meridian Street, which is in the northwest

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corner of the US 27 and West 8th Street intersection (Appendix D, D21), was built circa 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. The cottage has a cross gabled roof and the front gable on the east elevation has a lower pent roof. The wraparound front porch is stylized with turned porch posts, a jigsaw cut porch frieze with picket pattern running trim, and stylized spandrel brackets with turned drops on the porch posts. The gables are also stylized with two different sizes of fish scale shingles, the smaller shingles creates a line between the larger shingles. Window styles on the house include one-over-one double-hung, eight-light fixed, six-light fixed, and one-light fixed picture window with a stained-glass transom. The House at 834 S. Meridian Street is eligible for listing in the NRHP under Criterion C for its architectural significance.

First United Brethren Church- the First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland, which is in the northeast corner of US 27 and East 3rd Street (Appendix D, D22). The two-story tall church has three gables; on the north, south, and west elevations. Each of the gabled ends has a pediment with a molded metal cornice. The rear portion of the church has a flat roof with a high parapet wall. The façade is symmetrical with four smooth limestone Ionic columns. The church sits on a stone foundation with walls clad in brick veneer. Stone detailing is dispersed throughout the façade in square and rectangular shapes. A molded architrave is on the north, east, and south elevations, located above the limestone caps of the brick pilasters between the grouped windows. The First United Brethren Church is eligible for listing in the NRHP under Criterion C for its architectural significance. According to Criteria Consideration A of the National Register, a religious property may be eligible if it, “derives its primary significance from architectural or artistic distinction or historical importance.” Based on the research for this property and the architectural merit of the resource, the historians believed it also met the requirements of Criterion Consideration A.

Meridian Street Bridge (Bridge No. 027-38-06182 B)- Bridge No. 027-38-06182 B is a single span concrete through arch bridge built in 1914. The bridge carries US 27 over the Salamonie River between East 3rd Street and River Road (Appendix D, D22). The bridge is eligible for listing in the NRHP and is listed as a Select Bridge in the *Indiana Historic Bridge Inventory*. Bridge No. 027-38-06182 B is a contributing resource within the Portland Commercial Historic District. The bridge retains the reinforced concrete through arches and lamps cast from molds from the original structure. The existing reinforced concrete through arch structure replaced a wrought iron bowstring through arch structure built circa 1870. In 1913, O.O. Clayton, the City civil engineer, prepared a design for the proposed new bridge that would serve as a monument to the City and also keep the Salamonie River waterway as unobstructed as possible in an effort to limit the damage and inconvenience caused by frequent flooding.

Historic Bridges Programmatic Agreement (PA):

Since the project involves a Select Bridge, INDOT must follow the requirements set forth in the Historic Bridges PA between FHWA, INDOT, SHPO, and the Advisory Council on Historic Preservation (ACHP). The Historic Bridges PA is implemented via the Historic Bridge Project Development Process (PDP). As part of the Historic Bridge PDP, a Historic Bridge Alternatives Analysis (HBAA) is completed that evaluates a series of alternatives ranging from least damaging to most damaging to the historic bridge, stopping at the first feasible and prudent alternative. The HBAA was completed by Lochmueller Group on December 16, 2019 (Appendix D, D199 to D201) and approved by INDOT CRO on March 16, 2020. The HBAA evaluated two alternatives, Do Nothing (Alternative A) and Rehabilitation for Continued Vehicular Use, Meeting the Secretary of the Interior’s Standards for Rehabilitation (Alternative B). No other alternatives were evaluated.

The HBAA concluded that Alternative B was considered the least damaging feasible and prudent that satisfied the purpose and need for the project. As such, this alternative was identified as the preferred alternative. The HBAA was distributed to consulting parties for review on March 20, 2020 (Appendix D, D171 to D176). On April 15, 2020, the SHPO staff responded that they agree with the conclusions of the HBAA (Appendix D, D189 to D191). No comments were received from any other participating consulting party.

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Documentation, Findings:

A preliminary effects letter was prepared for the project in an attempt to address anticipated effects from the undertaking ahead of the formal finding and solicit input from participating consulting parties regarding the anticipated effects (Appendix D, D179 to D186). Included as part of the preliminary effects letter was the 30% rehabilitation plans for Bridge No. 027-38-06182 B (Des. No. 1702940). The preliminary effects letter was provided to consulting parties on April 9, 2020 (Appendix D, D177 to D178). A response was received on April 9, 2020 from Jay County Commissioner Chad Aker (Appendix D, D187). His comments related to the project in general rather than the impacts to historic resources and will be taken into consideration by INDOT as development of the project continues. The SHPO staff responded on May 5, 2020 and stated that unless another consulting party disagrees, they do not object to the design of the project as it relates to effects upon the Portland Commercial Historic District (Appendix D, D192 to D195). With regards to the Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church, the SHPO staff agreed the current scope of work should not adversely affect these properties. The SHPO staff did provide a question regarding specific symbols illustrated in the 30% bridge rehabilitation plans. The response to the question was provided in the supporting 800.11(e) documentation that accompanied the “No Adverse Effect” finding (Appendix D, D16). No comments were received from any other participating consulting party.

On May 12, 2020, INDOT CRO, acting on behalf of the FHWA, issued a finding of “No Adverse Effect” (Appendix D, D1 to D4). The signed finding and supporting 800.11(e) documentation was sent to consulting parties on May 13, 2020 (Appendix D, D202 to D203). Included as part of the supporting 800.11(e) documentation was the 60% rehabilitation plans for Bridge No. 027-38-06182 B (Des. No. 1702940). Providing the 30% and 60% plans to the SHPO partially fulfills a Standard Treatment Approach for Historic Bridges requirement from the Historic Bridges PA. INDOT, as the project sponsor, is still required to provide SHPO with final plans for the bridge rehabilitation. This is included as a firm commitment in the *Environmental Commitments* section of this document. The SHPO staff concurred with the “No Adverse Effect” finding on June 10, 2020 (Appendix D, D205 to D207). No other consulting parties provided comments regarding the “No Adverse Effect Finding.”

With their concurrence of the “No Adverse Effect,” the SHPO also concurred that a Certificate of Approval (COA) from the Indiana State Historic Review Board was not required for the NRHP-listed Portland Commercial Historic District or the NRHP-eligible / Select Bridge No. No. 027-38-06182 B, the only two properties within the project area that would require such approval.

Public Involvement:

To meet the public involvement requirements of Section 106, the FHWA finding of “No Adverse Effect” was published in *The Commercial Review* on May 18, 2020 (Appendix D, D204). The notice offered the public an opportunity to comment on the “No Adverse Effect” Section 106 finding. The public had a 30-day comment period to respond to the notice. The comment period expired on June 17, 2020. No comments were received within the prescribed timeframe.

Due to projects involvement with a Select Bridge, and in accordance with Stipulation III of the Historic Bridges PA, INDOT will hold a public hearing prior to approval of the environmental document.

FHWA final approval of the environmental document will affirm that all Historic Bridges PA requirements have been fully addressed and will serve to confirm that FHWA has concluded its responsibilities under Section 106.

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

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land	Presence	Use	
		Yes	No
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluations
Prepared

Programmatic Section 4(f)*	<input type="checkbox"/>	<u>FHWA</u>
“De minimis” Impact*	<input type="checkbox"/>	<u>Approval date</u>
Individual Section 4(f)	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>

Wildlife & Waterfowl Refuges

	<u>Presence</u>	<u>Use</u>	
		Yes	No
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluations
Prepared

Programmatic Section 4(f)*	<input type="checkbox"/>	<u>FHWA</u>
“De minimis” Impact*	<input type="checkbox"/>	<u>Approval date</u>
Individual Section 4(f)	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>

Historic Properties

Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<u>Use</u>	
		Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluations
Prepared

Programmatic Section 4(f)*	<input type="checkbox"/>	<u>FHWA</u>
“De minimis” Impact*	<input type="checkbox"/>	<u>Approval date</u>
Individual Section 4(f)	<input type="checkbox"/>	<input style="width: 100%;" type="text"/>

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks: 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. Lands subject to this law are considered Section 4(f) resources.

Please note, the discussion below and the identified resources pertain to the combined project that included an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811), and the “right sizing” / HMA overlay of US 27 from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). The scope of this project has been reduced to only include the maintenance activities associated with Bridge No. 027-38-06182 B (Des. No. 1702940).

Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there are 19 Section 4(f) resources located within the 0.5

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mile search radius. There are six Section 4(f) resources located within or adjacent to the project area. Five of these resources are historic properties identified during the Section 106 process. Each property is discussed in more detail below. The remaining resource is a publicly owned and accessible trail.

Historic Properties:

Portland Commercial Historic District- the Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on Meridian Street from Arch Street to, and including, the reconstructed Meridian Street Bridge with additional resources west of Meridian on Walnut, Main, Commerce, and Court Streets. The Portland Commercial Historic District (NR-1299) was listed in the NRHP in 1996 under Criterion A (Commerce and Politics/Government) and Criterion C (Architecture) with a period of significance from 1870-1945. Although the limits of the bridge project are located within the district (Appendix D, D214), there will be no conversation of non-transportation elements or features of the historic district to a transportation use. On June 10, 2020, the official with jurisdiction (OWJ) over the resource, the SHPO, concurred with the “No Adverse Effect” determination made for this property (Appendix D, D205 to D207). The project will not use this resource by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use of this resource is expected.

Dr. Foster House- the Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the NRHP under Criterion C for its architectural significance. As the property is located outside the limits of the project, there are no direct adverse impacts to the qualities, characteristics, or attributes that qualify it for listing in the NRHP. On June 10, 2020, the OWJ over the resource, the SHPO, concurred with the “No Adverse Effect” determination made for this property (Appendix D, D205 to D207). Due to the revised project scope, this property is now outside the project limits. The project will not use this resource by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use of this resource is expected.

House at 834 S. Meridian Street- The House at 834 S. Meridian Street was built circa 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. The House at 834 S. Meridian Street is eligible for listing in the NRHP under Criterion C for its architectural significance. As the property is located outside the limits of the project, there are no direct adverse impacts to the qualities, characteristics, or attributes that qualify it for listing in the NRHP. On June 10, 2020, the OWJ over the resource, the SHPO, concurred with the “No Adverse Effect” determination made for this property (Appendix D, D205 to D207). Due to the revised project scope, this property is now outside the project limits. The project will not use this resource by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use of this resource is expected.

First United Brethren Church- the First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland. Based on the research for this property and the architectural merit of the resource, the historians believe it meets the requirements of Criterion Consideration A. As the property is located outside the limits of the project, there are no direct adverse impacts to the qualities, characteristics, or attributes that qualify it for listing in the NRHP. On June 10, 2020, the OWJ over the resource, the SHPO, concurred with the “No Adverse Effect” determination made for this property (Appendix D, D205 to D207). Due to the revised project scope, this property is now outside the project limits. The project will not use this resource by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use of this resource is expected.

Meridian Street Bridge (Bridge No. 027-38-06182 B)- Bridge No. 027-38-06182 B is a single span concrete

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through arch bridge built in 1914 and is used for transportation purposes. The bridge is eligible for inclusion in the NRHP and is listed as a Select Bridge in the *Indiana Historic Bridges Inventory*. As a bridge that is considered eligible for inclusion in the NRHP and is affected by the project, consideration must be given to the application of FHWA's *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges*. This Programmatic Evaluation identifies an all-inclusive list of alternatives that avoid any "use" of the historic bridge. These alternatives are, the "Do Nothing," building a new structure at a different location without affecting the historic integrity of the old bridge, and rehabilitating the historic bridge without affecting the historic integrity of the structure. Since the preferred alternative is to rehabilitate the bridge and it has been determined the scope of work will not adversely affect the historic integrity of the structure, the project will not result in the "use" of the historic bridge. Agreement that the historic integrity was not affected by the project was received from the SHPO on June 10, 2020, when they concurred with the "No Adverse Effect" (Appendix D, D205 to D207). Therefore, in accordance with the terms of this Programmatic Evaluation, 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).

Parks and Other Recreational Land:

Portland River Path- The River Path is a recreational trail owned and maintained by the City of Portland. The trail connects the Portland Water Park and Hudson Family Park, both located approximately 0.5 mile east of the project, and extends westward along the north side of the Salamonie River and terminating at the sidewalk along the east side of US 27 at the north approach to the Meridian Street Bridge (Appendix B, B3). The trail is planned to continue west along the river, but construction of this extension of the trail has not started. The trail access point at US 27 is located adjacent to the bridge rehabilitation project. While this access point will not be closed at any time during construction of the project, the temporary closure of the sidewalk across Bridge No. 027-38-06182 B (Appendix B, B15) may affect pedestrian accessibility to and from the trail. While temporary, this closure of the curb ramps and the sidewalk across the bridge is an indirect occupancy of the Portland River Path. A temporary occupancy does not constitute a Section 4(f) use, as described in the FHWA's *Section 4(f) Policy Paper* (dated July 20, 2012), so long as the following conditions are met:

- 1) the length of the closure of curb ramps and sidewalks adjacent to the Portland River Path is temporary, not exceeding the time needed for construction (two months or less),
- 2) the scope of work (nature and magnitude of the changes) are minor,
- 3) there are no permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes on either a temporary or permanent basis,
- 4) the curb ramps in the northeast and southeast quadrant of the US 27 and River Road and sidewalk across Bridge No. 027-38-06182 B that serves as an access point to the Portland River Path must be fully restored to a condition that is at least as good as that which existed prior to the project, and
- 5) there is documented agreement from the OWJ over the resource regarding the aforementioned conditions.

Addressing the first point of this exemption, closure of the curb ramps and sidewalks adjacent to the Portland River Path will be temporary (two months or less) and will be re-opened before construction is completed. This is included as a firm commitment in the *Environmental Commitments* section of this document. The scope of work adjacent to the trail involves sidewalk reconstruction across Bridge No. 027-38-06182 B, and is therefore, considered to be minor in nature and addresses the second point. The third point is met as there is no physical encroachment upon the trail and access will be maintained at all times via signage guiding users around closure areas. As such, there will be no permanent adverse physical impacts or potential for interference with the protected activities, features, or attributes on a temporary basis. The fourth point will be met because the sidewalk across Bridge No. 027-38-06182 B that serves as an access point to the Portland River Path will be fully restored. This is included as a firm commitment in the *Environmental Commitments* section of this document.

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The final point supporting temporary occupancy was met on May 19, 2020, after receiving written communication from the Mayor for the City of Portland agreeing the temporary occupancy does not impair the qualities, characteristics, or attributes that qualify the Portland River Path for protection under Section 4(f) (Appendix I, page I2). As all parameters for a temporary occupancy exemption are met, no use of this resource is expected.

Freedom Park- Freedom Park is owned by the Portland Foundation, a private not for profit community organization that is overseen by a Board of Trustees. The roughly 0.5-acre park is located in the northeast quadrant of the US 27 and River Road intersection (Appendix B, B3). Park amenities include maintained green space, concrete and brick walkways, a water feature at the center of the park, 11 benches, a landscaping bed with 9 flag poles, potted flowers/plants, post lights with globe fixtures, and three monuments in the center of the south boundary of the park commemorating those serving in the armed forces during war and peace time. Although publicly accessible and listed on the City Park Department's webpage, the private ownership of the park by a not for profit organization precludes it from protection under Section 4(f). Therefore, Freedom Park is not considered a Section 4(f) resource.

Section 6(f) Involvement Presence Use

Section 6(f) Property **Yes** **No**

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: 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 Section 6(f) properties on the Land and Water Conservation Fund (LWCF) website at <https://www.lwcfcoalition.com/tools> revealed a total of two properties in Jay County (Appendix I, I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>

Level of MSAT Analysis required?

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

Remarks: The FY 2020-2024 STIP is listed based on the lead Des. number in the contract. The lead Des. number for

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this contract is 1700811. The FY 2020-2024 STIP includes Des. number 1702940 by reference with the contract number RS-40592.

This project is located in Jay County, which is currently in attainment for all criteria pollutants according to the IDEM Office of Air Quality Website (<https://www.in.gov/idem/airquality/2339.htm>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

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

	No	Yes/ Date
ES Review of Noise Analysis	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: 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 G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: The project will ultimately be beneficial to local business and properties due to the improvements to Bridge No. 027-38-06182 B. Overall, the negative impacts to property owners and local businesses within the project area will be minimal and will consist primarily of short-term construction impacts. Slower traffic through the construction zone will pose temporary inconveniences to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all temporary inconveniences will cease upon project completion. Property owners will be provided access throughout the duration of the project to reduce impacts as much as possible. The project is not anticipated to result in substantial impacts to community cohesion, because it will not change access to properties within the area. The proposed project is not expected to impact the surrounding community or cause economic impacts to the surrounding area. Therefore, this project will have minimal or no negative impacts to the community or local economy.

According to the Fairs and Festivals website (<https://www.indianafestivals.org/>), accessed on May 28, 2020 by Lochmueller Group, Inc., there is an annually recurring festival, the Pow Wow-NCGLNAC Annual Gathering, scheduled June 12-13, 2021 approximately 0.5 mile east of the project. The MOT may pose

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delays and temporary inconveniences during construction to traveling motorists attending the festival, as well as school buses and emergency service providers. All such temporary inconveniences will cease upon project completion. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to any construction activities that would limit access, this is included as a commitment in the *Environmental Commitments* section of this document.

The Americans with Disabilities Act (ADA) *Transition Plan for Public Rights-of-Way* for Jay County, Indiana was approved and implemented in July of 2017. The project will comply with the published ADA Transition Plan and will not create any additional barriers to access. A Transition Plan for the City of Portland has not been approved.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

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

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

This project will not add substantial capacity to the existing roadway network or provide additional access to any currently undeveloped area. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

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

Remarks:

Based on a desktop review, a site visit on March 25, 2019 and July 24, 2019 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), there are five public facilities within or adjacent to the project area surveyed in the RFI. One public recreational facility, Portland River Path, is located adjacent to the project area surveyed in the RFI. The Portland River Path is discussed in the *Section 4(f) Involvement* section of this document.

One public airport, Portland Municipal Airport, is located 0.4 mile west of the project area. An early coordination letter was sent to the INDOT Office of Aviation on March 27, 2020 (Appendix C, C1 to C5). The INDOT Office of Aviation responded on March 30, 2020 and stated that further coordination with their office regarding tall structure permitting would be needed if any object, obstruction, or equipment will exceed 10 feet in height. Additional coordination between the designer and the INDOT Office of Aviation will occur prior to letting to determine if tall structure permitting is needed. This is included as a firm commitment in the *Environmental Commitments* section of this document.

The MOT for the project will require the closure of US 27. A detour will be established utilizing SR 26, SR 67, SR 1, and SR 28 (Appendix B, B17 to B18). The detour length is approximately 24 miles. Access to properties within the project limits will be maintained at all times during construction. Additionally, sidewalk and curb ramp construction will only take place on one side of the road/bridge at a time. Pedestrian access to sidewalks will be maintained at all times and signs will be posted to direct pedestrian traffic around construction. The MOT is not expected to substantially impact access to public facilities and services.

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

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Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high or disproportionate impacts to EJ populations?

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

Remarks: Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. This project will have fewer than two relocations and will require less than 0.5 acre of additional permanent right-of-way; therefore, an EJ analysis is not required.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

If a BIS or CSRS is required, discuss the results in the remarks box.

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

No Yes/ Date

ES Review of Investigations	No	Yes/ Date
	<input type="checkbox"/>	April 24, 2020

Include a summary of findings for each investigation.

Remarks: Based on a review of GIS and available public records, a limited RFI was completed on April 24, 2020 by Lochmueller Group (Appendix E, E1 to E16). The limited RFI investigated a 0.5 mile search radius from the full extent of the bridge project (Des. No. 1702940) and the suspended projects; an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North (Des. No. 1700811), and the "right sizing" / HMA overlay of US 27 from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). Twelve RCRA generators, one state cleanup site, 24 underground storage tanks (USTs), one voluntary remediation program, one solid waste landfill, and 16 leaking underground storage tanks (LUSTs), one restricted waste site, one tire waste site, six brownfield sites, five institutional control sites, 11 NPDES facilities, and 13 NPDES pipe locations are located within or adjacent to the project area. It should be noted these identified sites pertain to the formerly combined project that included an HMA overlay of US 27 from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 North

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(Des. No. 1700811), and the “right sizing” / HMA overlay of US 27 from SR 26 (Water Street) to SR 67 (Votaw Street) (Des. No. 1800009). The scope of this project has been reduced to only include the maintenance activities associated with Bridge No. 027-38-06182 B (Des. No. 1702940). As a result, not all of these sites will adversely impact the project. Nine hazmat sites are located within or adjacent to the project area that may affect the project. The sites are as follows:

- **UST Site: Richard J. Price, 967 S. Meridian Street, AID#23406:** A UST site was identified in the northeast quadrant of the US 27 and 9th Street intersection. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. The recommendation in the RFI states: if excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. The site is more than 0.5 mile from the reduced project scope. Therefore, the recommendation is no longer applicable.
- **LUST Site and Brownfield Site: Witts Knuckle Busters Garage, 611 S. Meridian Street, AID# 18444:** This site is located at the intersection of US 27 and 5th Street. According to the NFA Determination Pursuant to RISC issued by IDEM on November 22, 2013, contamination remains in the area surrounding the site, in the southeast quadrant of the intersection. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **UST Site: Jay County Motors Incorporated, 215 South Meridian Street, AID #18525:** This site is located on the southwest quadrant of the US 27 and Water Street/SR 26 intersection. According to records available on IDEM’s VFC, the site contained one (1) 200-300 gallon used oil UST that was closed-in-place 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **UST Site: Max J Lyons, Meridian and High Street, AID #23346:** This site is located at the intersection of US 27 and High Street. This site contains three (3) gasoline USTs that were closed in place prior to 1986. No sampling or testing was conducted since that time, and curb replacement will occur at this intersection with 2 feet of excavation. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **UST Site: Lyons Buick Pontiac GMC Incorporated, AID #19434:** This site is located at the intersection of US 27 and High Street. The USTs were removed in 1986. No sampling was done at the time of removal. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.
- **LUST Site: Handy Dandy, 325 N. Meridian Street, AID #20769:** This site is located at the intersection of US 27 and Arch Street. According to records available on IDEM’s VFC a release investigation was completed in September of 2019 and contamination was identified in the soil (benzene, acrylonitrile, and methylene chloride). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.
- **LUST Site: Swifty Service Station, 803 North Meridian Street, AID #10980:** This site is located at the intersection of US 27 and McNeil Street. This site is a historic gas station with four (4) USTs which is currently being operated as a metal plating shop. IDEM has requested the closure and removal of the USTs; however, no replies are included in IDEM’s VFC. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. The recommendation in the RFI states: if excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will

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be necessary. The site is more than 0.5 mile from the reduced project scope. Therefore, the recommendation is no longer applicable.

- LUST Site: Locker Oil Company Inc., 1450 North Meridian Street, AID #19500:** This site is located at the intersection of US 27 and Lincoln Street. This site has obtained NFA status from IDEM on January 30, 2007. As residual contamination remains on site, in addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. The recommendation in the RFI states: if excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. The site is more than 0.5 mile from the reduced project scope. Therefore, the recommendation is no longer applicable.

The applicable recommendations are included as commitments in the *Environmental Commitments* section of this document.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	<u>Likely Required</u>
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
IDEM	
Section 401 WQC	<input type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
IDNR	
Construction in a Floodway	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>
US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>
Others (Please discuss in the remarks box below)	<input checked="" type="checkbox"/>

Remarks: According to the IDNR DFW early coordination response letter, dated April 24, 2020, formal approval by the IDNR under the regulatory programs administered by the Division of Water is required for this project (Appendix C, C21 to C24). Therefore, a Construction in a Floodway Permit is required.

Applicable recommendations provided by IDNR DFW 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.

According to the INDOT Aviation early coordination response letter, dated March 30, 2020, formal approval by the INDOT Office of Aviation will likely be needed for this project (Appendix C, C18). This is included in the *Environmental Commitments* section of this document.

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

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) **General AMM 1:** Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) **Lighting AMM 1:** Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) The bridge owner will develop plans to rehabilitate the bridge in accordance with the Secretary of the Interior's Standards for Rehabilitation, or as close to the Standards as is practicable. (Historic Bridges Programmatic Agreement)
- 6) The bridge owner will provide final plans for the bridge rehabilitation to the Indiana SHPO. (IDNR SHPO)
- 7) The Indiana SHPO will have thirty (30) days to review and provide comments to the bridge owner and notify them of any photo documentation requirements. If comments are not received within thirty (30) days, the bridge owner may assume agreement from the Indiana SHPO on the plans submitted. (IDNR SHPO)
- 8) The bridge owner will provide a written response to Indiana SHPO comments before the design is advanced to the next phase. The Indiana SHPO comments must be addressed. (IDNR SHPO)
- 9) The bridge owner will ensure that the historic bridge will be maintained for a minimum period of 25 years. (IDNR SHPO)
- 10) The bridge owner will complete any photo documentation in accordance with the specifications provided by the Indiana SHPO. (IDNR SHPO)
- 11) The bridge owner will ensure that the above requirements are implemented before INDOT requests construction authorization from FHWA. (IDNR SHPO)
- 12) If there is any disagreement between the Indiana SHPO and the bridge owner in carrying out this standard approach, then FHWA will consult with the Indiana SHPO and the bridge owner to resolve the disagreement. If the disagreement cannot be resolved by FHWA, then FHWA will comply with the dispute resolution stipulation of the Agreement. (IDNR SHPO)
- 13) The length of the closure of sidewalks adjacent to the Portland River Path is temporary, not exceeding the time needed for construction (two months or less). (INDOT ESD)
- 14) The sidewalk across Bridge No. 027-38-06182 B that serves as an access point to the Portland River Path must be fully restored to a condition that is at least as good as that which existed prior to the project. (INDOT ESD)
- 15) Tall structure permitting will be needed if any object, obstruction, or equipment will exceed 10 feet in height. (INDOT Office of Aviation)
- 16) The INDOT Project Manager will ensure the designer completes additional coordination with the INDOT Office of Aviation prior to letting to determine if tall structure permitting is needed. (INDOT ESD and INDOT District)

This is page 29 of 32 Project name: US 27/Salamonie River Bridge Project Date: July 14, 2020

Indiana Department of Transportation

County Jay

Route US 27 (Meridian Street)

Des. No. 1702940

- 17) At 611 S. Meridian Street (AID# 18444), a LUST site is located at the intersection of US 27 and 5th Street. According to the NFA Determination Pursuant to RISC issued by IDEM on November 22, 2013, contamination remains in the area surrounding the site, in the southeast quadrant of the intersection. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
- 18) At 215 South Meridian Street (AID #18525), a UST site is located on the southwest quadrant of the US 27 and Water Street/SR 26 intersection. According to records available on IDEM's VFC, the site contained one (1) 200-300 gallon used oil UST that was closed-in-place 1988. No sampling or testing was conducted since that time. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
- 19) At Meridian and High Street (AID #23346), a UST site is located at the intersection of US 27 and High Street. This site contains three (3) gasoline USTs that were closed in place prior to 1986. No sampling or testing was conducted since that time, and curb replacement will occur at this intersection with 2 feet of excavation. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
- 20) At Lyons Buick Pontiac GMC Incorporated (AID #19434) a UST site is located at the intersection of US 27 and High Street. The USTs were removed in 1986. No sampling was done at the time of removal. In addition to petroleum contamination, it is likely that lead would be in the soil/groundwater. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary. (INDOT SAM)
- 21) At 325 N. Meridian Street (AID #20769), a LUST site is located at the intersection of US 27 and Arch Street. According to records available on IDEM's VFC a release investigation was completed in September of 2019 and contamination was identified in the soil (benzene, acrylonitrile, and methylene chloride). If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary. (INDOT SAM)

For Further Consideration:

- 22) The DFW recommends bridge maintenance activities be restricted to the period between November 1 and March 1 to avoid the summer roosting period for most bats in the central part of the State. However, some endangered bats could use a bridge to roost between November and March. No matter when work is proposed, the bridge must be inspected for the presence of bats. If there is no evidence of active bat use, work can proceed. If there is evidence of active bat use, work must not occur until either the bats leave the structure for the season or a separate permit is issued to remove the bats. Please contact Linnea Petercheff (lpetercheff@dnr.in.gov) regarding permits to handle bats. If bats are present, a more formal survey to determine what species are present may be required. (IDNR DFW)
- 23) The DFW recommends consulting with the State Mammologist or the US Fish and Wildlife Service before scheduling a bridge maintenance, repair, or replacement project where evidence of bat use of the structure has been observed. Information about bat use of transportation structures as well as avoidance and exclusion measures can be found at <https://www.batcon.org/pdfs/bridges/BatsBridges2.pdf> and <https://www.whitenosesyndrome.org/mmedia-education/acceptable-management-practices-for-bat-species-inhabiting-transportation-infrastructure>. (IDNR DFW)

This is page 30 of 32 Project name: US 27/Salamonie River Bridge Project

Date: July 14, 2020

Indiana Department of Transportation

County Jay Route US 27 (Meridian Street) Des. No. 1702940

- 24) 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. (IDNR DFW)
- 25) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR DFW)
- 26) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
- 27) Operate equipment used to replace the bridge from the existing roadway. (IDNR DFW)
- 28) 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)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all 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. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: Early coordination with the regulatory agencies was completed on March 27, 2020 (Appendix C, C1 to C5). If no response was received, it was assumed the agency did not feel the project will result in substantial impacts. The following agencies/individuals were contacted during the coordination process:

	Agency	Date of Response(s)
1.	FHWA, Indiana Division	No Response Received
2.	USACE, Louisville District	No Response Received
3.	IDNR, Division of Fish and Wildlife	April 24, 2020
4.	IDNR, Division of Oil and Gas	No Response Received
5.	IDEM	March 27, 2020
6.	NRCS	April 9, 2020
7.	National Park Service, Midwest Regional Office	No Response Received
8.	U.S. Department of Housing and Urban Development	No Response Received
9.	Indiana Geological Survey (IGS)	March 27, 2020
10.	INDOT, Office of Aviation	March 30, 2020
11.	INDOT, Office of Public Involvement	No Response Received
12.	INDOT, Utilities and Railroads	No Response Received
13.	INDOT, Environmental Services	April 2, 2020
14.	INDOT, Greenfield District	No Response Received
15.	Jay County Highway Department	No Response Received
16.	Jay County Board of Commissioners	April 9, 2020
17.	Jay County Council	No Response Received
18.	Jay County Surveyor's Office	No Response Received
19.	Jay County Emergency Medical Service	No Response Received
20.	Jay County Emergency Management Agency	No Response Received
21.	Jay County Sheriff's Department	No Response Received
22.	Jay County, Wayne Township Trustee	No Response Received
23.	Portland Street Department	No Response Received
24.	Portland City Council	April 2, 2020
25.	Portland Mayor's Office	No Response Received
26.	Portland Building/Planning Department	No Response Received
27.	Portland Police Department	No Response Received
28.	Portland Wastewater Treatment Department	No Response Received

Indiana Department of Transportation

County Jay Route US 27 (Meridian Street) Des. No. 1702940

29.	Portland Fire Department	No Response Received
30.	Jay County Hospital	No Response Received
31.	Jay School Corporation	No Response Received
32.	Trinity United Methodist Church	No Response Received
33.	Rock Missionary Church	No Response Received
34.	Portland Country Club	No Response Received

Designation (Des.) Number: 1702940

US 27 Bridge Maintenance Project

Jay County, Indiana

Appendix A: INDOT Supporting Documentation

Threshold Chart.....A1

Appendix B: Graphics

General Location Map..... B1
U.S. Geological Survey (USGS) Portland Quadrangle Map..... B2
Aerial Map (2017)..... B3
Photograph Location Map..... B4
Site Photographs..... B5-B10
Bridge Rehabilitation Plans..... B11-B17

Appendix C: Early Coordination

Sample Early Coordination Letter (sent to resource agencies)..... C1-C5
Indiana Department of Environmental Management
Electronic Response (March 27, 2020)..... C6-C14
Indiana Geological Survey
Electronic Response (March 27, 2020)..... C15-C17
Indiana Department of Transportation Office of Aviation
Response Letter (March 30, 2020)..... C18
Portland City Council
Response Letter (April 2, 2020)..... C19-C20
Indiana Department of Natural Resources Division of Fish and Wildlife
Response Letter (April 24, 2020)..... C21-C24
Indiana Department of Transportation Environmental Services Division
Response Letter (April 2, 2020)..... C25
Natural Resources Conservation Service
Response Letter (April 6, 2020)..... C26
United States Fish and Wildlife Service
Official Species List (May 19, 2020)..... C27-C33
Concurrence Verification Letter (May 22, 2020)..... C34-C45
Bridge Assessment Form (July 24, 2019)..... C46-C47
INDOT Concurrence Letter (May 22, 2020)..... C48
USFWS Database Review (February 25, 2019)..... C49
Indiana Department of Environmental Management
Electronic Response (May 27, 2020)..... C50-C52
Jay County Board of Commissioners
Electronic Response (April 9, 2020)..... C53-C54

Appendix D: Section 106

“No Adverse Effect” Finding / 800.11(e) DocumentationD1-D203
The Commercial Review Publishers Affidavit.....D204
IDNR SHPO Concurrence.....D205-D207
Supplemental Letter to Consulting Parties Regarding Change in Project ScopeD208-D217

Appendix E: Red Flag Investigation

Limited Red Flag Investigation..... E1-E16

Appendix F: Water Resources

Waters of the U.S. Determination Report..... F1-F6
USDA Soil Map, Jay County..... F7-F10
National Wetlands Inventory Map..... F11
Federal Emergency Management Agency FIRMette Map..... F12
StreamStats Map F13
Water Resources Map F14
Preliminary Jurisdictional Determination F15-F18

INDOT EWPO Approval Email (November 8, 2019) F19-F20

Appendix G: Public Involvement

Notice of Survey Letter (February 26, 2019)G1
Property Owner Public Information Meeting NoticeG2-G3
Public Information Meeting Presentation.....G4-G11
Public Information Meeting Handout.....G12-G13
Public Information Meeting Sign-In Sheet.....G14-G27
Public Information Meeting Public Comments.....G28-G113

Appendix H: Air Quality

Relevant pages from the INDOT 2020-2024 STIPH1

Appendix I: Other Information

Land and Water Conservation Property List I1
City of Portland OWJ Section 4(f) Coordination Letter (May 19, 2020)..... I2

Categorical Exclusion
Appendix A
INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	“No Effect”, “Not likely to Adversely Affect” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level <ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

¹Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

²Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

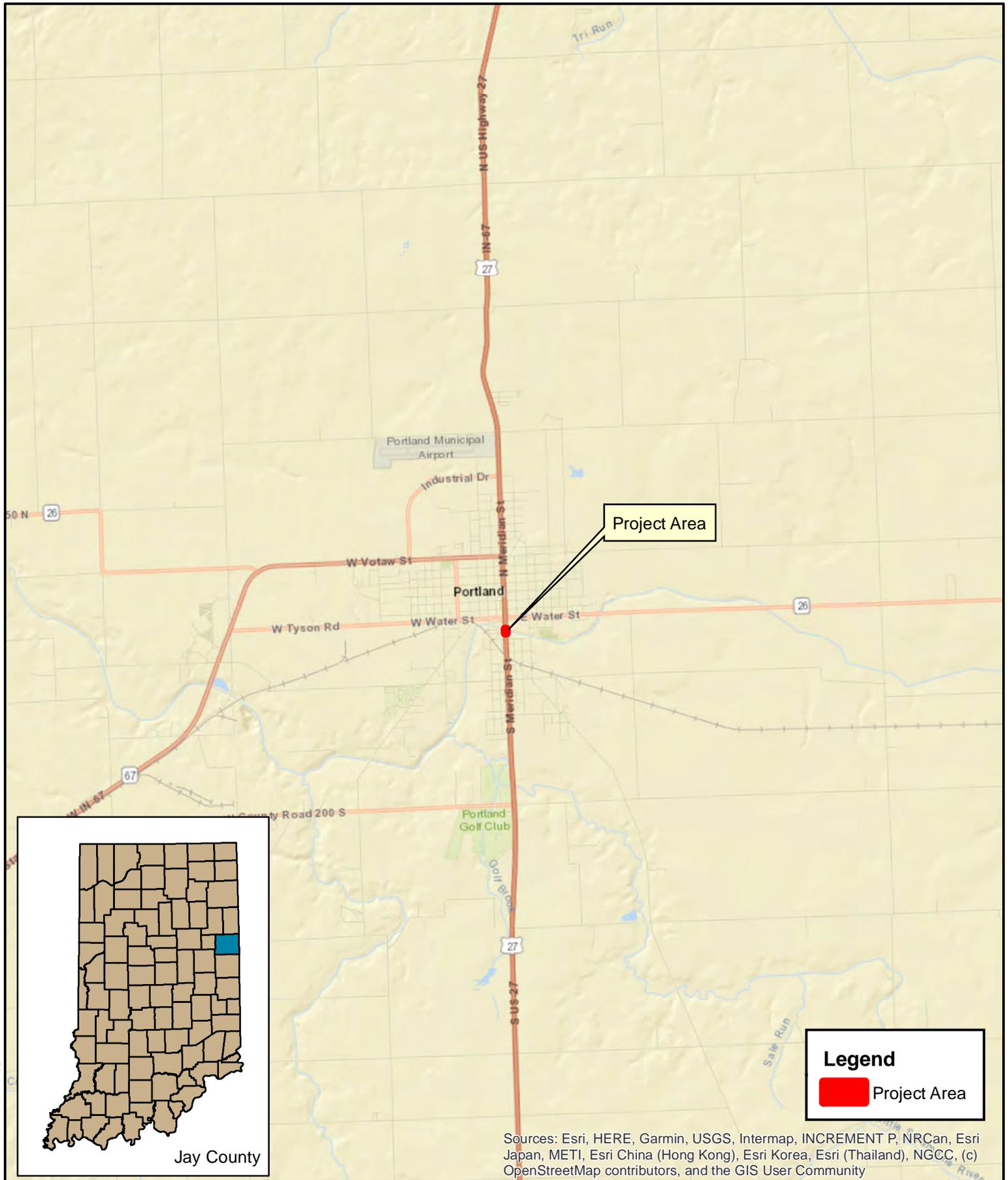
⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User’s Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

Categorical Exclusion
Appendix B
Graphics



Legend

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Jay County

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

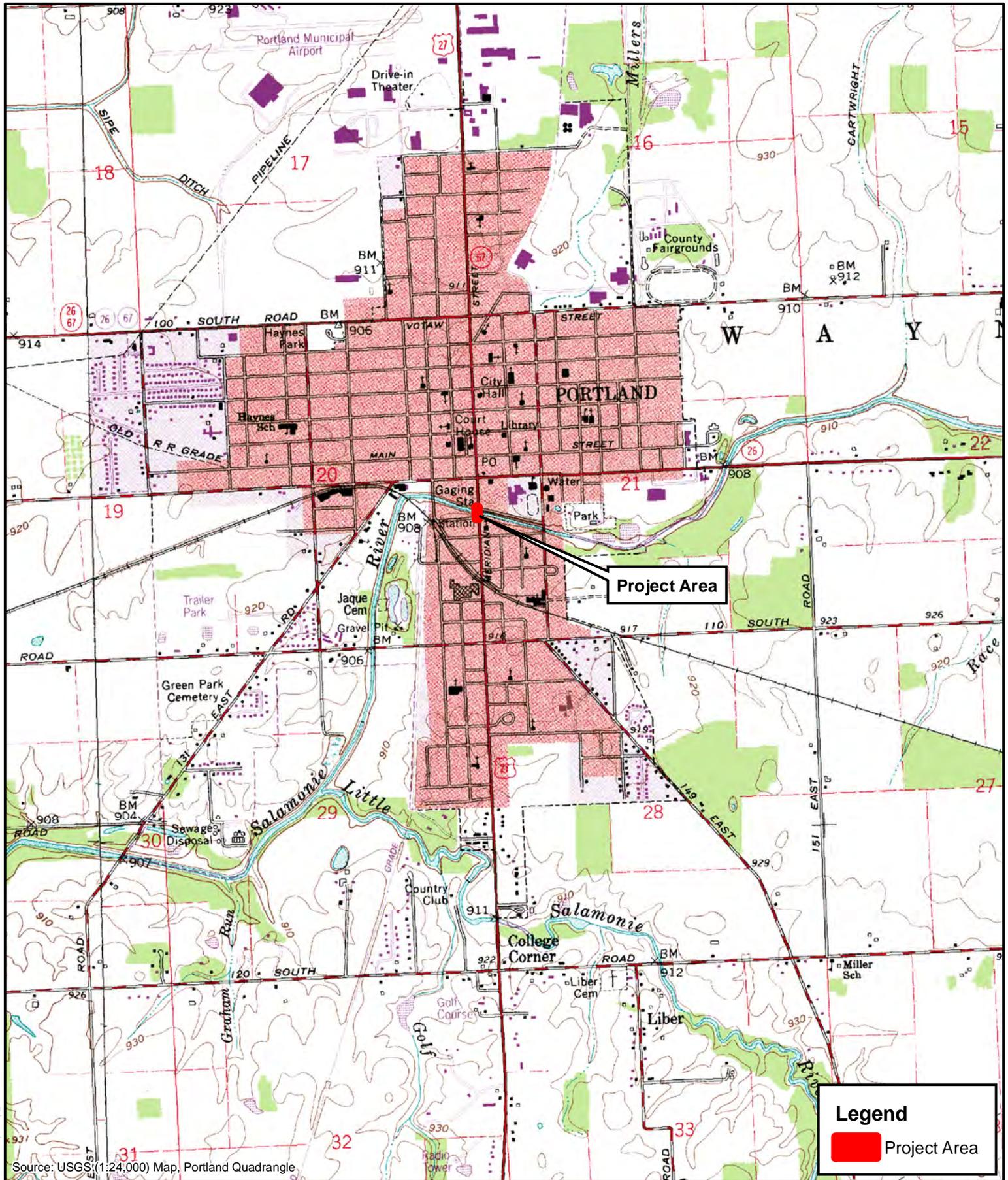
General Location Map
 Des. No. 1702940

0 0.5 1
 Miles

Created: 6/18/2020, SBeaupre

County: Jay
 Township: Wayne
 State: Indiana

Bridge Deck Overlay
 US 27, over Salamonie River



Source: USGS (1:24,000) Map, Portland Quadrangle

Legend

Project Area

LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

USGS Topographic Map
 Des. No. 1702940

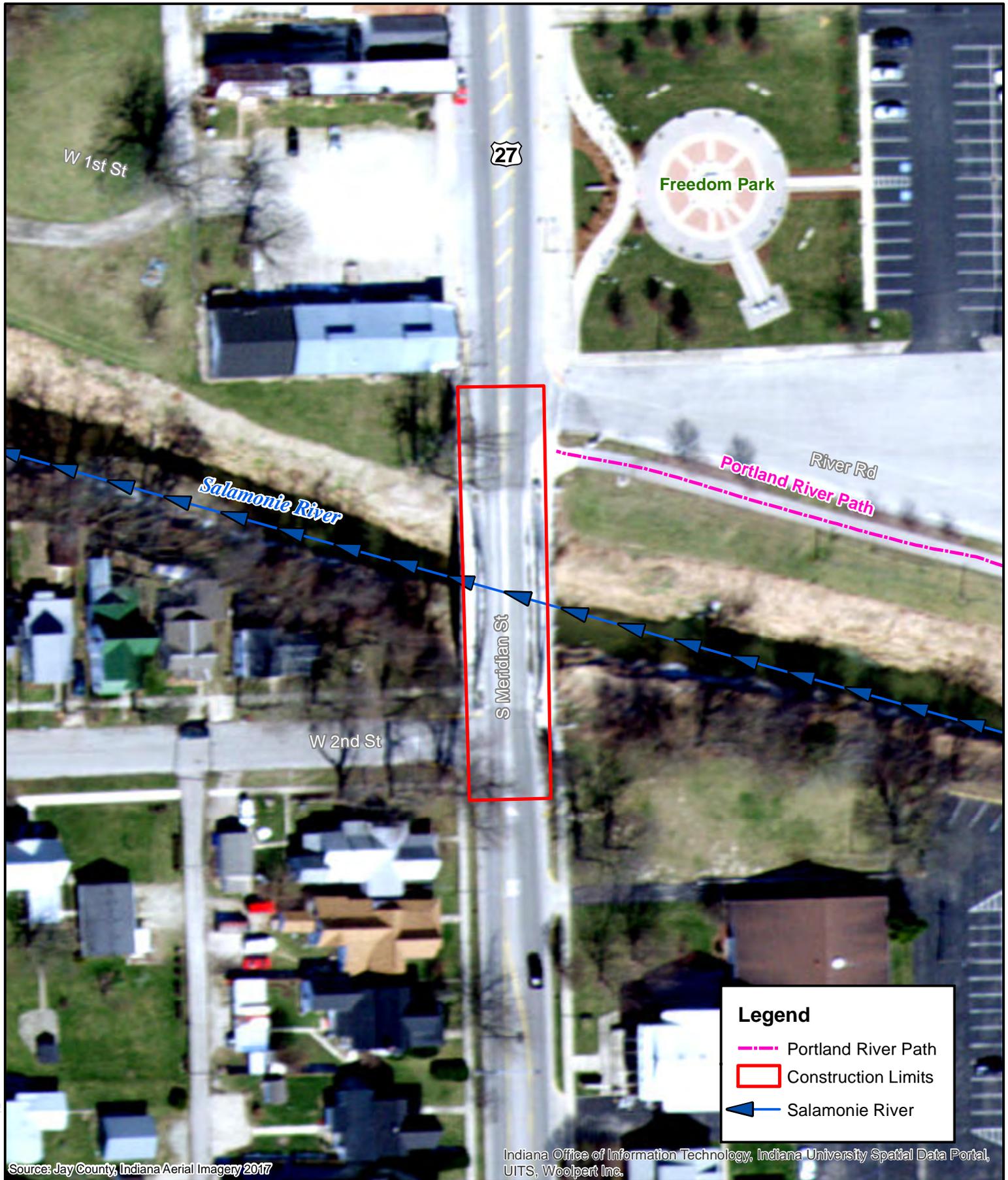
0 1,000 2,000
 Feet

Created: 6/18/2020, SBeaure

County: Jay Township: Wayne
 State: Indiana Quad: Portland

Bridge Deck Overlay
 US 27, over Salamonie River

S:\2019\6216-001\101\101\Environ\Mapa\IXD\1\Topo\Map_US27\H1A.mxd



Legend

- Portland River Path
- Construction Limits
- Salamonie River

Source: Jay County, Indiana Aerial Imagery 2017

Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Aerial Map (2017)

Des. No. 1702940

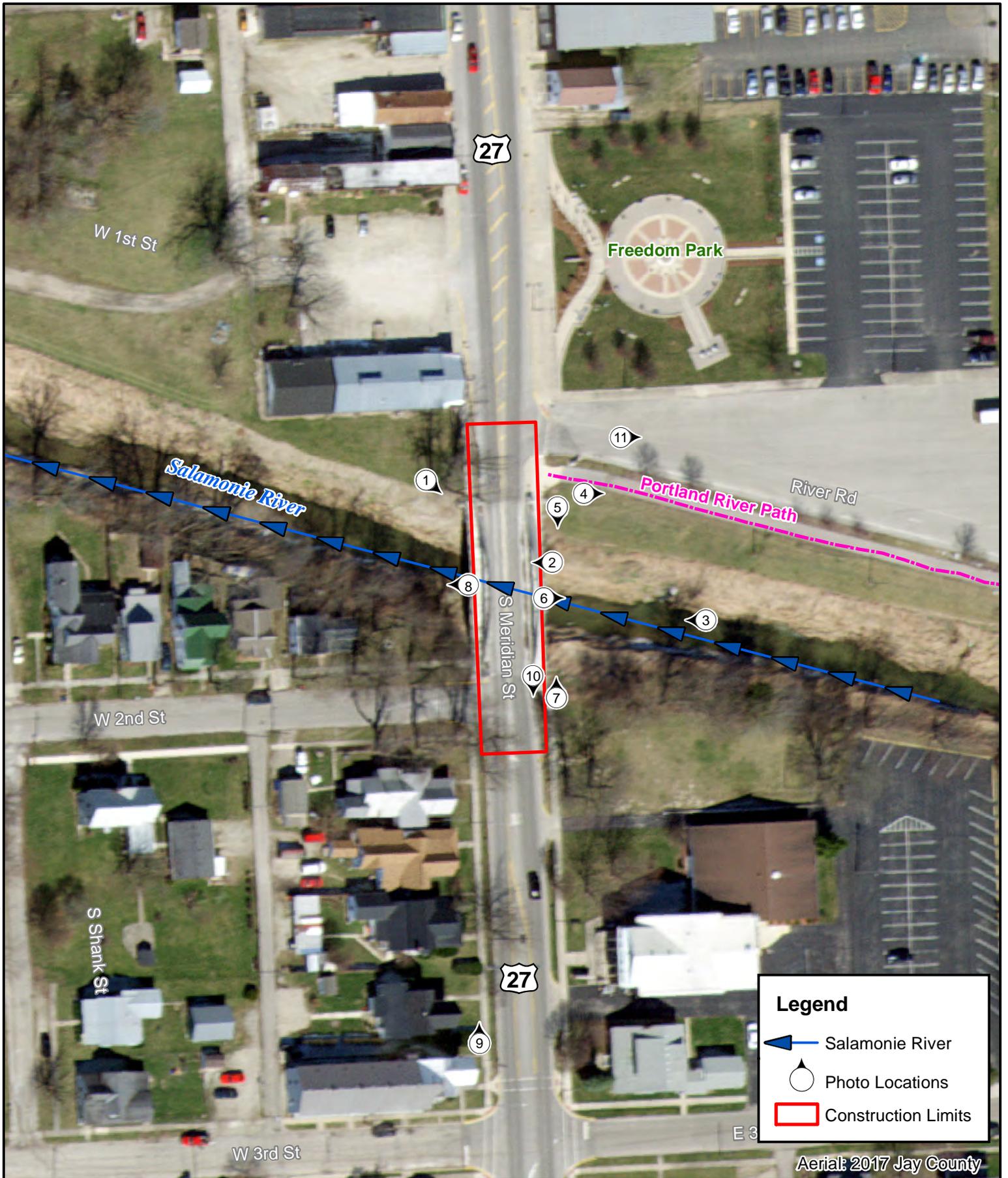
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 Feet

Created: 6/27/2020, SBeaupre

County: Jay Township: Wayne
 State: Indiana Quad: Portland

Bridge Deck Overlay
 US 27, over Salamonie River





Legend

- Salamonie River
- Photo Locations
- Construction Limits

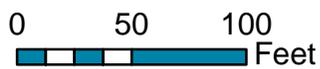
Aerial: 2017 Jay County

LOCHMUELLER GROUP

3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

Photo Location Map

Des. No. 1702940



County: Jay
 Township: Wayne
 State: Indiana

Bridge Deck Overlay
 US 27 over Salamonie River
 Created: 6/27/2020, SBeaupre



1. Looking southeast towards bridge over the Salamonie River.



2. Looking west (downstream) from under the bridge along the Salamonie River.



3. Looking west (downstream) towards bridge over the Salamonie River.



4. Looking east along maintained grass and trail in the northeast quadrant.



5. Looking south from top of the upstream right bank.



6. Looking east (upstream) from the bridge along the Salamonie River.



7. Looking north from the top of the upstream right bank towards culvert outlet.



8. Looking west (downstream) from the bridge along the Salamonie River.



9. Looking north toward bridge over Salamonie River



10. Looking south along east side of bridge structure



11. Looking east towards junction of river path and sidewalk

PROJECT	DESIGNATION
1702940	1702940
CONTRACT	BRIDGE FILE
RS-40592	027-38-06182 C

INDIANA DEPARTMENT OF TRANSPORTATION



STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
027-38-06182 C	Reinforced Concrete Through Arch Bridge	1 Clear Span: 110'-2" Skew: 0°	Salamonie River	53+58.62 Line "A"

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
1700811 (LEAD)	US 27 - HMA OVERLAY, PREVENTIVE MAINTENANCE
1800009	US 27 - BIKE/PEDESTRIAN FACILITIES
1700921	US 27 OVER LITTLE SALAMONIE RIVER - BRIDGE DECK OVERLAY
1702940	US 27 OVER SALAMONIE RIVER - BRIDGE THIN DECK OVERLAY

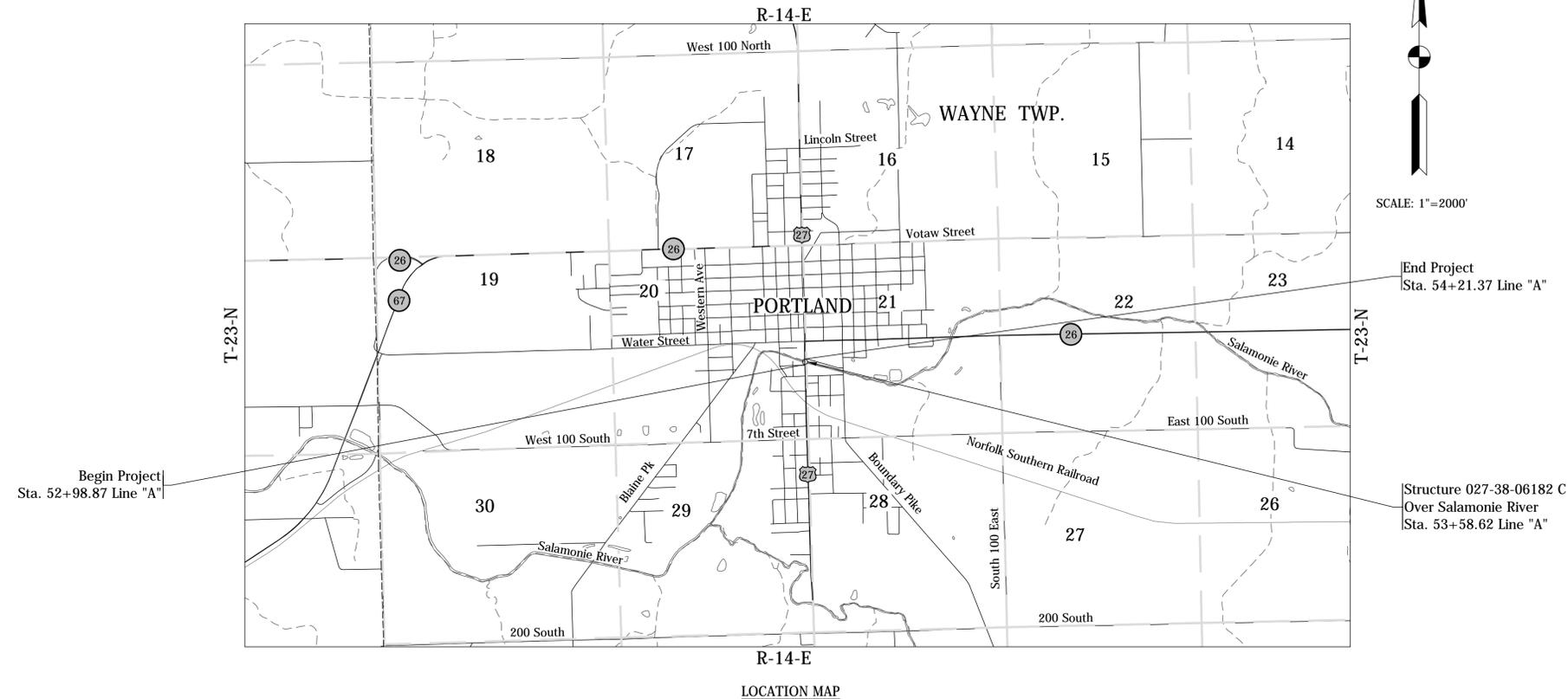
BRIDGE REHABILITATION PLANS FOR SPANS OVER 20 FEET

ROUTE: US 27 AT: RP 64+45

PROJECT NO. 1702940 P.E.
R/W
1702940 CONST.

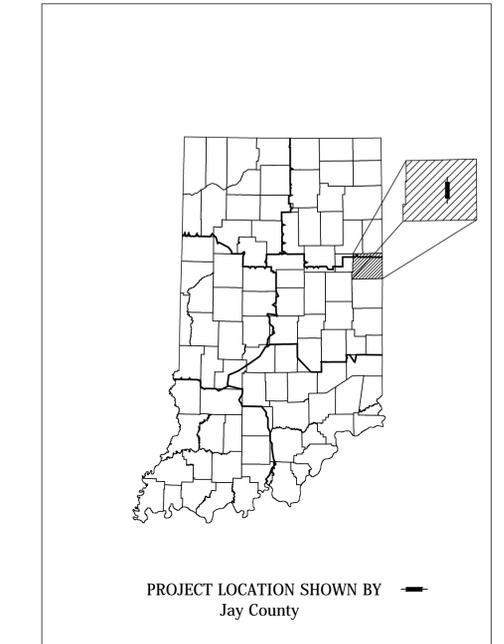
NO ADDITIONAL RIGHT-OF-WAY
REQUIRED FOR THIS PROJECT

BRIDGE THIN DECK OVERLAY PREVENTATIVE MAINTENANCE ON US 27 OVER SALAMONIE RIVER
LOCATED 0.11 MILES SOUTH OF SR 26 IN
SECTION 20 & 21, T23N, R14E, WAYNE TOWNSHIP, JAY COUNTY



TRAFFIC DATA		
A.A.D.T. (2021)		7,439 V.P.D.
A.A.D.T. (2041)		8,839 V.P.D.
D.H.V. (2041)		859 V.P.H.
DIRECTIONAL DISTRIBUTION		49% / 51%
TRUCKS		9.7% A.A.D.T. 8.8% D.H.V.

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



LATITUDE: 40° 25' 51" N LONGITUDE: 84° 58' 40" W

BRIDGE LENGTH:	0.023	MI.
ROADWAY LENGTH:	0.000	MI.
TOTAL LENGTH:	0.023	MI.
MAX. GRADE:	0.00	%

HUC 12:	051201020103
HUC 14:	05120102010030

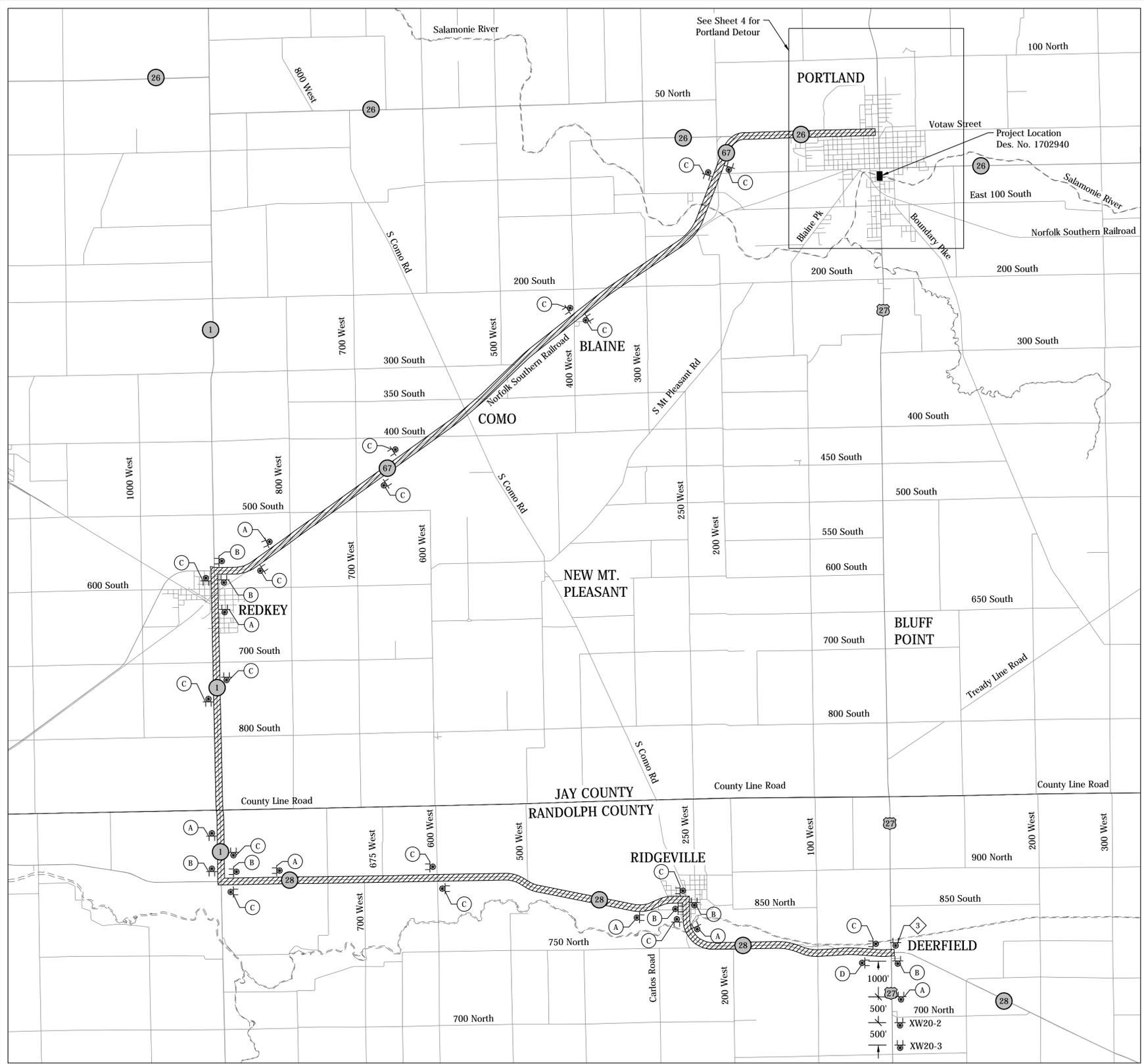
INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS

Date: Apr 20, 2020, 4:46pm User Name: MGreer
File: S:_2018\218-0062\239 Bridge\CAD\MiscDwg\Title 2180062-239.dwg



PLANS PREPARED BY:	LOCHMUELLER GROUP	(574) 334-5460
		PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

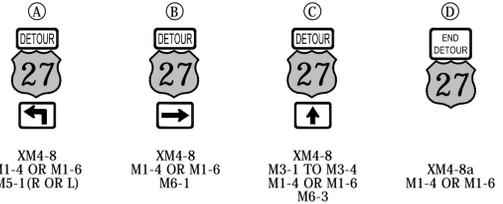
	BRIDGE FILE
	027-38-06182 C
	DESIGNATION
	1702940
SURVEY BOOK	SHEETS
N/A	1 of 7
CONTRACT	PROJECT
RS-40592	027-38-06182 C



CONSTRUCTION SIGN SCHEDULE					
SIGN. NO.	DESCRIPTION	SIZE (IN)	TYPE	EST. QTY.	
R11-2	"ROAD CLOSED" SIGN	48 x 30	(1)	0	
R11-4	"ROAD CLOSED TO THRU TRAFFIC" SIGN	60 x 30	(1)	0	
XM4-10(L OR R)	"DETOUR" SIGN	48 x 18	(1)	1	
R11-3A	"ROAD CLOSED XX MILES AHEAD" SIGN	60 x 30	(1)	1	
XW20-1	"ROAD WORK AHEAD" SIGN	48 x 48	A	0	
XW20-2	"DETOUR AHEAD" SIGN	48 x 48	A	1	
XW20-3	"ROAD CLOSED AHEAD" SIGN	48 x 48	A	1	
				TOTAL TYPE "A" SIGNS	2

Detour Route Marker Assemblies: 32 Req'd
 Road Closure Sign Assemblies: 1 Req'd
 Type III-A Barricades: 0 LFT
 Type III-B Barricades: 0 LFT

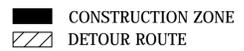
(1) Included with road closure sign assembly.
 LEGEND



- 1 ROAD CLOSURE SIGN ASSEMBLY W/ TYPE III-B BARRICADE (12 LFT) AND R11-4 SIGN
- 2 ROAD CLOSURE SIGN ASSEMBLY W/ TYPE III-A BARRICADE (24 LFT) AND R11-2 SIGN
- 3 ROAD CLOSURE SIGN ASSEMBLY W/ R11-3A SIGN AND XM4-10 (L OR R) SIGN

GENERAL NOTES

- 1. All maintenance of traffic devices, signs and pavement markings shall conform to the latest edition of the Indiana MUTCD.
- 2. See INDOT Std. Drwg. 801-TCDDT-01 for sign spacing requirements and additional notes.
- 3. See INDOT Std. Drwg. 801-TCLG-01 for standard notes.
- 4. The Road Closure Sign Assembly shall consist of R11-2 or R11-4 and XM4-10(R or L) signs.
- 5. Type B construction warning lights shall be used with all signs located on barricades. Type A construction warning lights shall be used on all other construction signs.



Date: Apr 20, 2020, 4:49pm, User: Names: NCG
 File: S:_2018\1218-062\238\Bridges\240\Misc\Signs\NOT_2180062-238.dwg

RECOMMENDED FOR APPROVAL _____
 DESIGN ENGINEER _____ DATE _____
 DESIGNED: MDV DRAWN: NCG
 CHECKED: BKA CHECKED: JHP

INDIANA DEPARTMENT OF TRANSPORTATION
 MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
1" = 4,000'	027-38-06182 C
VERTICAL SCALE	DESIGNATION
N/A	1702940
SURVEY BOOK	SHEETS
N/A	3 of 7
CONTRACT	PROJECT
RS-40592	027-38-06182 C

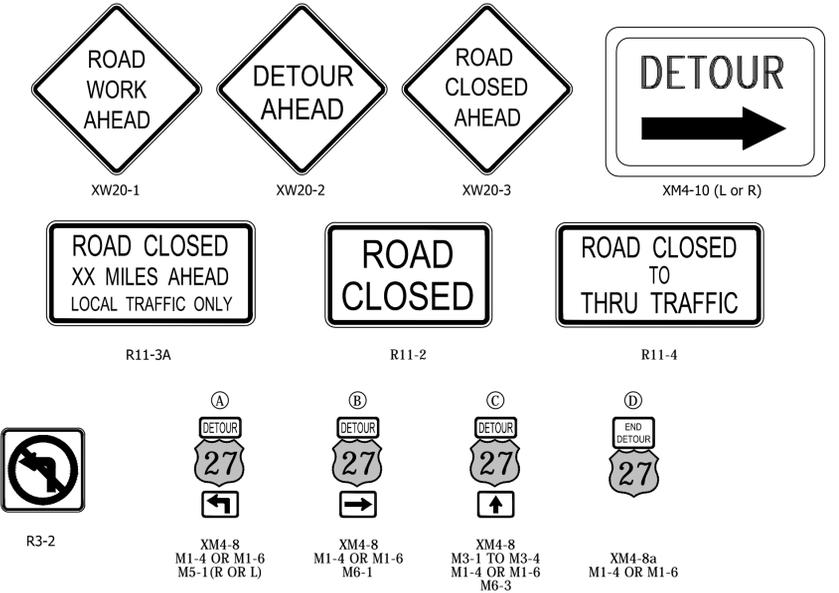
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CONSTRUCTION SIGN SCHEDULE					
SIGN. NO.	DESCRIPTION	SIZE (IN)	TYPE	EST. QTY.	
R11-2	"ROAD CLOSED" SIGN	48 x 30	(1)	2	
R11-4	"ROAD CLOSED TO THRU TRAFFIC" SIGN	60 x 30	(1)	2	
XM4-10(L OR R)	"DETOUR" SIGN	48 x 18	(1)	1	
R11-3A	"ROAD CLOSED XX MILES AHEAD" SIGN	60 x 30	(1)	1	
XW20-1	"ROAD WORK AHEAD" SIGN	48 x 48	A	3	
XW20-2	"DETOUR AHEAD" SIGN	48 x 48	A	1	
XW20-3	"ROAD CLOSED AHEAD" SIGN	48 x 48	A	1	
R3-2	"NO LEFT TURN" SIGN	24 x 24	A	2	
				TOTAL TYPE "A" SIGNS	7

Detour Route Marker Assemblies: 4 Req'd
 Road Closure Sign Assemblies: 5 Req'd
 Type III-A Barricades: 48 LFT
 Type III-B Barricades: 24 LFT

(1) Included with road closure sign assembly.
 LEGEND



- 1 ROAD CLOSURE SIGN ASSEMBLY W/ TYPE III-B BARRICADE (12 LFT) AND R11-4 SIGN
- 2 ROAD CLOSURE SIGN ASSEMBLY W/ TYPE III-A BARRICADE (24 LFT) AND R11-2 SIGN
- 3 ROAD CLOSURE SIGN ASSEMBLY W/ R11-3A SIGN AND XM4-10 (L or R) SIGN

GENERAL NOTES

- 1. All maintenance of traffic devices, signs and pavement markings shall conform to the latest edition of the Indiana MUTCD.
- 2. See INDOT Std. Drwg. 801-TCDT-01 for sign spacing requirements and additional notes.
- 3. See INDOT Std. Drwg. 801-TCLG-01 for standard notes.
- 4. The Road Closure Sign Assembly shall consist of R11-2 or R11-4 and XM4-10(R or L) signs.
- 5. Type B construction warning lights shall be used with all signs located on barricades. Type A construction warning lights shall be used on all other construction signs.

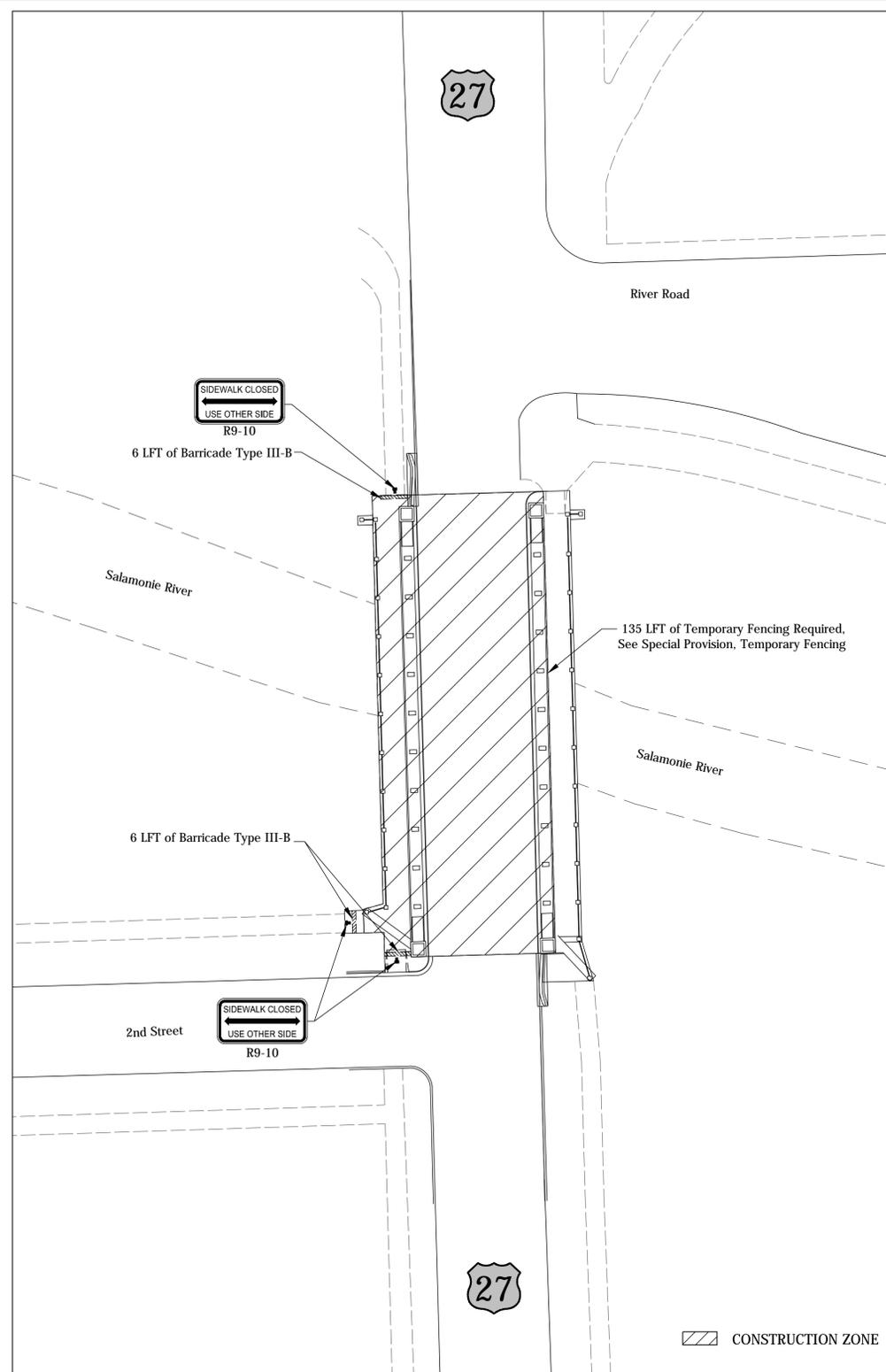
[Hatched Box] CONSTRUCTION ZONE
 [Hatched Box] DETOUR ROUTE

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 500'	BRIDGE FILE 027-38-06182 C
	MAINTENANCE OF TRAFFIC		VERTICAL SCALE N/A	DESIGNATION 1702940
DESIGNED: _____ MDV _____ DRAWN: _____ NCG _____			SURVEY BOOK N/A	SHEETS 4 of 7
CHECKED: _____ BKA _____ CHECKED: _____ JHP _____			CONTRACT RS-40592	PROJECT 027-38-06182 C

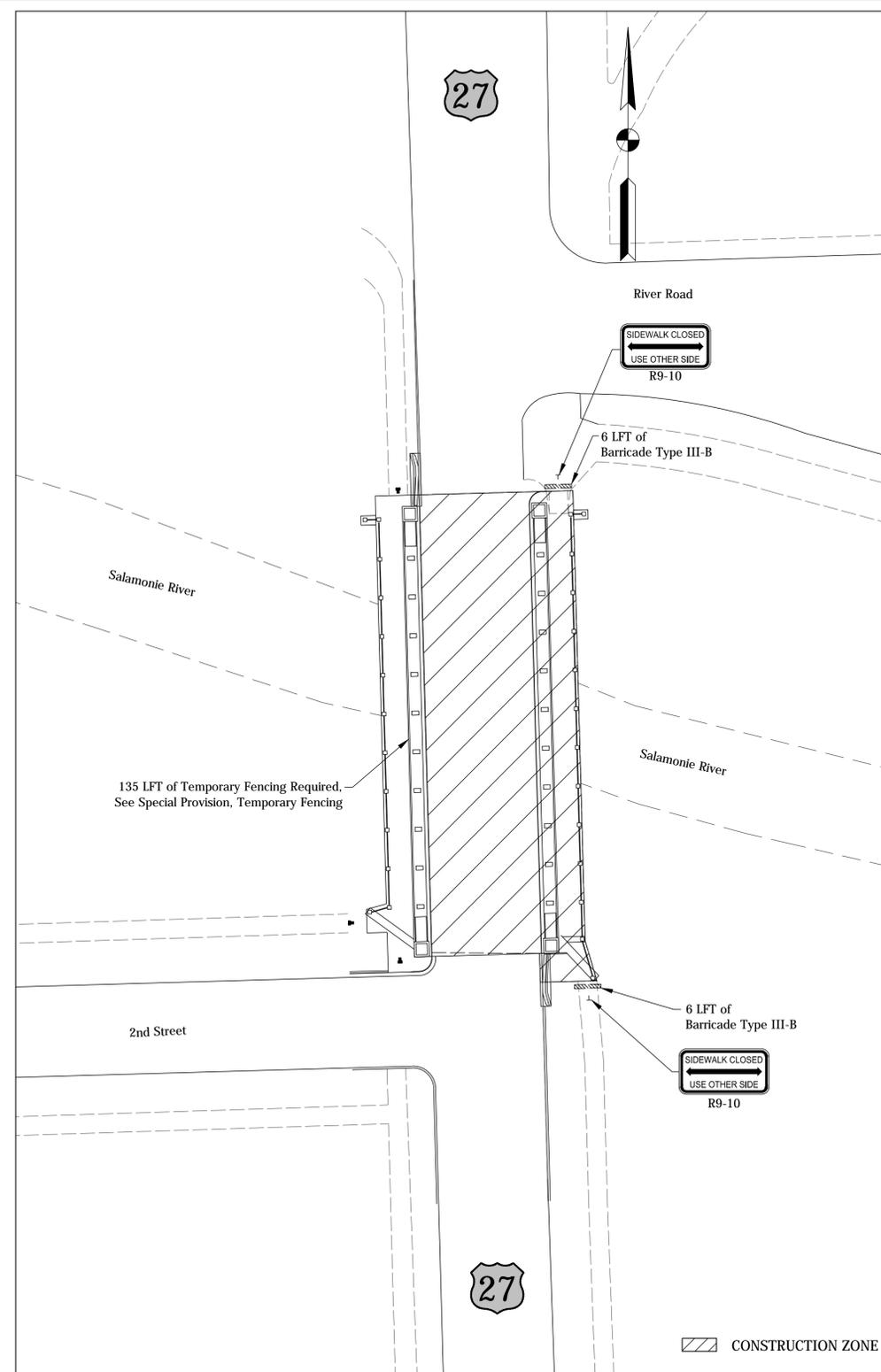
Quantities for Sidewalk Closure	
Construction Sign, B	3 Ea.
Barricade Type III-B	18 Lft.
Temporary Fencing	135 Lft.

GENERAL MOT NOTES

1. Sidewalk construction shall only take place on one side of the road at a time. A route for pedestrian traffic shall be maintained at all times. See Special Provisions, Sidewalk Maintenance of Traffic.



SIDEWALK CLOSURE PLAN PHASE 1
Scale 1" = 20'-0"



SIDEWALK CLOSURE PLAN PHASE 2
Scale 1" = 20'-0"

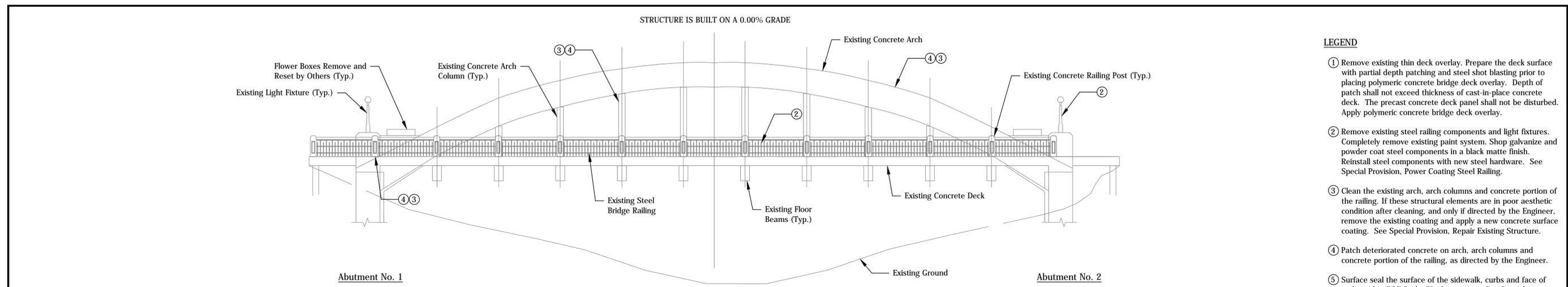
Date: Apr 20, 2020, 4:52pm, User: Names: NCG, File: S:_2018\1218-062\238\Bridges\240\Misc\Drawings\MOT_Sidewalk_2180062-238.dwg

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JHP	DRAWN: NCG	
CHECKED: KMS	CHECKED: JHP	

INDIANA
DEPARTMENT OF TRANSPORTATION

SIDEWALK MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	027-38-06182 C
VERTICAL SCALE	DESIGNATION
N/A	1702940
SURVEY BOOK	SHEETS
N/A	5 of 7
CONTRACT	PROJECT
RS-40592	027-38-06182 C



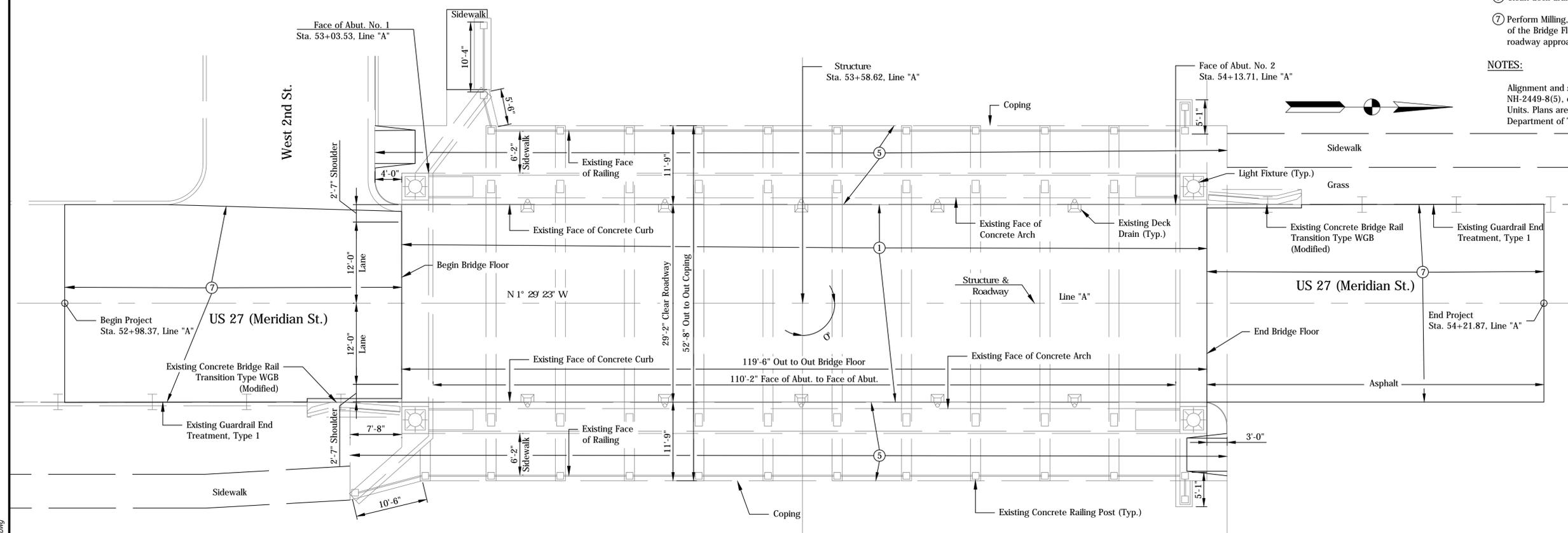
ELEVATION
Scale 1/8" = 1'-0"

LEGEND

- ① Remove existing thin deck overlay. Prepare the deck surface with partial depth patching and steel shot blasting prior to placing polymeric concrete bridge deck overlay. Depth of patch shall not exceed thickness of cast-in-place concrete deck. The precast concrete deck panel shall not be disturbed. Apply polymeric concrete bridge deck overlay.
- ② Remove existing steel railing components and light fixtures. Completely remove existing paint system. Shop galvanize and powder coat steel components in a black matte finish. Reinstall steel components with new steel hardware. See Special Provision, Power Coating Steel Railing.
- ③ Clean the existing arch, arch columns and concrete portion of the railing. If these structural elements are in poor aesthetic condition after cleaning, and only if directed by the Engineer, remove the existing coating and apply a new concrete surface coating. See Special Provision, Repair Existing Structure.
- ④ Patch deteriorated concrete on arch, arch columns and concrete portion of the railing, as directed by the Engineer.
- ⑤ Surface seal the surface of the sidewalk, curbs and face of curbs with a PCC Sealer/Healer coating. See Special Provision, Surface Seal.
- ⑥ Clean deck drains.
- ⑦ Perform Milling, Asphalt, 1 1/2" for 50 feet beyond the end of the Bridge Floor. Place 1 1/2" of asphalt for a smooth roadway approach transition. See Sheet 7 for Material Notes.

NOTES:

Alignment and stationing information taken from Project No. NH-2449-8(5), dated 1996, and were converted to English Units. Plans are on file in the Central Office of the Indiana Department of Transportation and are available upon request.



PLAN
Scale 1/8" = 1'-0"

REINFORCED CONCRETE THROUGH ARCH BRIDGE
1 CLEAR SPAN: 110'-2"
29'-2" CLEAR ROADWAY; NO SKEW
US 27 OVER SALAMONIE RIVER
JAY COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JHP	DRAWN: NCG	
CHECKED: KMS	CHECKED: JHP	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	027-38-06182 C
VERTICAL SCALE	DESIGNATION
AS NOTED	1702940
SURVEY BOOK	SHEETS
N/A	6 of 7
CONTRACT	PROJECT
RS-40592	027-38-06182 C

Date: Jun 19, 2020, 4:41pm, User: Names: NCG
 File: S:_2018\1218-062\238\Bridges\240\Misc\Drawings\General Plan_2180062-238.dwg

EXISTING STRUCTURE

The existing structure is a single span through arch bridge built in 1914 and reconstructed in 1997 with a 110'-2" clear span and 29'-2" clear roadway. Plans for the existing structure are on file at the Indiana Department of Transportation as Bridge File 027-38-06182 A and B, and are available upon request.

DESIGN DATA

Live Load: Originally designed for HS 20-44 loading in accordance with 1995 AASHTO Specifications.

Dead Load: Originally designed for actual weight plus 35 lbs/sft for future wearing surface.

GENERAL NOTES

Where new work is to be fitted to old work, the Contractor shall check all dimensions and conditions in the field, report any errors or discrepancies to the Engineer and assume responsibility for their correctness and the fit of the new part to the old.

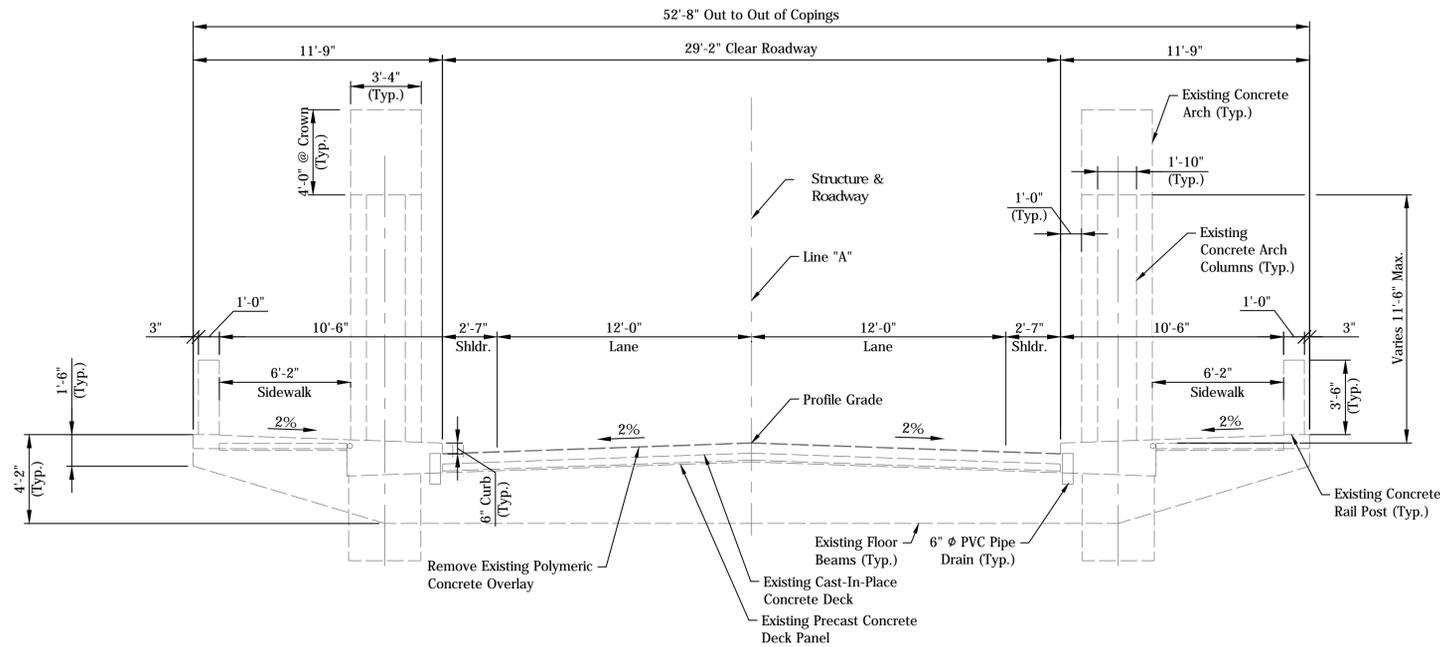
MATERIALS

Surface Seal to be PCC Sealer/Healer per Special Provision, Surface Seal.

Polymeric Concrete Bridge Deck Overlay (3/8" thickness) shall be applied to the areas shown on the plans.

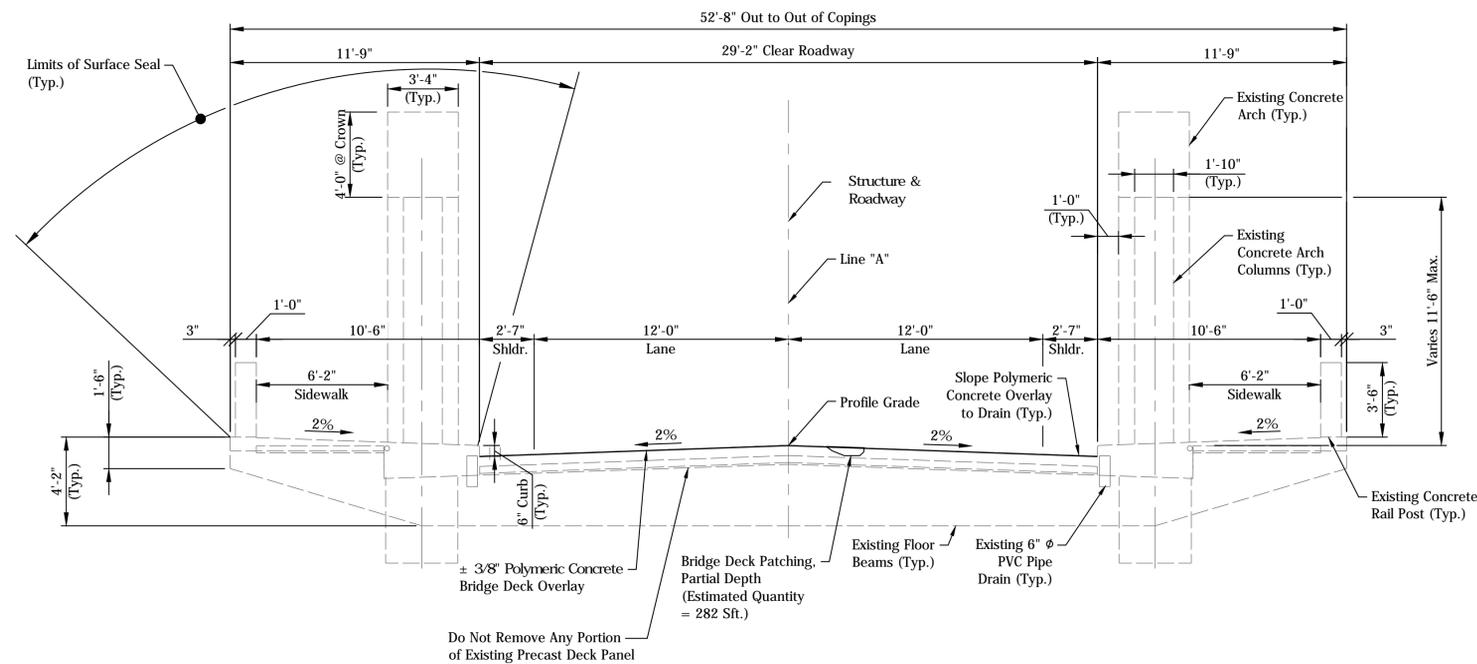
Patching Concrete Structures shall be microsilica concrete mix per Special Provision, Patching Concrete Structures.

Asphalt used on approach pavement shall be 165 lbs/syd QC/QA - HMA, 4, 70, Surface, 9.5mm.



EXISTING TYPICAL SECTION

Scale 1/4" = 1'-0"



PROPOSED TYPICAL SECTION

Scale 1/4" = 1'-0"

REINFORCED CONCRETE THROUGH ARCH BRIDGE
1 CLEAR SPAN: 110'-2"
29'-2" CLEAR ROADWAY; NO SKEW
US 27 OVER SALAMONIE RIVER
JAY COUNTY

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JHP	DRAWN: NCG	
CHECKED: KMS	CHECKED: JHP	

INDIANA DEPARTMENT OF TRANSPORTATION	
GENERAL PLAN	

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	027-38-06182 C
VERTICAL SCALE	DESIGNATION
AS NOTED	1702940
SURVEY BOOK	SHEETS
N/A	7 of 7
CONTRACT	PROJECT
RS-40592	027-38-06182 C

Date: Jun 19, 2020, 4:36pm, User: James McGee
 File: S:_2018\1218-062\238\Bridges\240\Misc\Chgs\General Plan_2180062-238.dwg

Categorical Exclusion
Appendix C
Early Coordination

This Appendix references Des. Nos. 1700811 and 1800009. These Des. Nos. have been removed from this project.

March 27, 2020



«Name»
«Title»
«Address»
«City», «State» «Zip»

Sample Early
Coordination Letter

Re: Des. Nos.: 1700811, 1800009, & 1702940
HMA Overlay, Bridge Deck Overlay, and Roadway “Right Sizing”
US 27, CR 100 N to Williamson Drive
City of Portland, Jay County, Indiana

Dear «Salu»:

The Indiana Department of Transportation (INDOT), Greenfield District and the Federal Highway Administration (FHWA) intend to proceed with a federal-aid hot mix asphalt (HMA), bridge deck overlay, and roadway “right sizing” project along US 27, from Williamson Drive to CR 100 N. This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. **Please use the above Des. No. and description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located in central Jay County. Specifically, the project is located in Sections 16, 17, 20, 21, 28, 29; Township 23 North, and Range 14 East as shown on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas.

The existing bridge (Bridge # 027-38-06182 B) carries US 27 over the Salamonie River. It is a single-span, through deck arch bridge with a span of 110 feet. On the south end of the project area from CR 100 N to 7th Street, US 27 consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27 consists of two 14-foot travel lanes (one in each direction). From Water Street to Votaw Street, US 27 consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). From Votaw Street to Williamson Drive, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. The posted speed limit along US 27 is 30 miles per hour (mph) through the majority of the project area; however, a school zone, with a 20 mph speed limit, spans from 10th Street to Elder Street due to the proximity of General Shanks Elementary School. The speed limit along US 27 from Industrial Park to Williamson Drive is 45 mph.

Purpose and Need

The need for the project stems from the high number of crashes at intersections along this portion of US 27. A crash study has indicated this segment has experienced a higher than expected frequency and severity of crashes in several locations. The four-lane section of US 27 enables high speeds and impedes pedestrian travel in the city of Portland. Additionally, there is deterioration of

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3878 • TOLL FREE: 800.423.7422

the existing roadway and existing bridge structure. During routine inspections occurring in May 2019, cracks and efflorescence were observed on the arches and surface of the bridge. Spalling was observed on large sections of the overlay. The wearing surface received a condition rating of 4 out of 9, which is considered poor condition.

The purpose of the project is to reduce crashes along US 27 and create a more pedestrian friendly environment in downtown Portland. Additionally, the purpose is to improve the structural integrity of this section of US 27 and Bridge # 027-38-06182 B to provide a smooth riding surface of the roadway and bridge for traveling motorists. Additionally, the purpose is to return the wearing surface to a condition rating of at least 8 out of 9, which is considered very good condition.

Proposed Project

The proposed project will involve milling 1.5 inches of the existing pavement and applying 1.5 inches of HMA overlay along US 27 in Portland, Indiana from CR 100 N to Williamson Drive (Des. No. 1700811). The four-lane section of US 27 will be reduced from two through lanes in each direction to one through lane in each direction (Des. No. 1800009). The cross section will be repurposed to include back-in angled parking in one direction and parallel parking in the other direction with one through lane in each direction and one alternating left turn lane. Traffic signals at the Walnut Street and High Street intersections will be removed and replaced with a two way stop. The existing curb ramps will be removed and replaced with new curb ramps. Existing sidewalk will be replaced where the sidewalk is below the roadway elevation. In addition, space will be provided for the city to install seating, art, and/or landscaping. Finally, the project will involve the mill and overlay of the existing deck for Bridge # 027-38-06182 B that carries US 27 over the Salamonie River (Des. No. 1702940). The project will involve a mill and overlay of the existing bridge deck, cleaning of and repairs to the structure, and installation of scour protection. The length of the proposed project is approximately 2.6 miles.

The Maintenance of Traffic (MOT) will reduce US 27 from two lanes in each direction to one lane in each direction during construction. Sidewalk construction will occur on one side of the road at a time. Signs and barrels will be placed along US 27 to notify travelers of the construction. The MOT design will follow the criteria outlined in the *Indiana Design Manual*.

Construction is anticipated to begin in fiscal year 2020.

Right-of-Way

The project will take place entirely within public owned right-of-way. No temporary or permanent right-of way will be acquired. No tree clearing is anticipated to occur.

Environmental Resources

A review of known resources was performed for a 0.5 mile radius of the project area. Several items of potential concern (e.g. red flags) were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Two religious facilities, Trinity United Methodist Church and Rock Missionary Church, are adjacent to the project area. One public airport, Portland Municipal Airport, is located 0.4 mile west of the project area. Portland Country Club is located adjacent to the project area. Two railroads and one pipeline cross through the project area. One petroleum well is located adjacent to the project area. A brownfield site, Ken Kunkle Chevrolet

Oldsmobile Cadillac, and several Leaking Underground Storage Tank sites are located adjacent to the project area. One National Pollutant Discharge Elimination System pipe is located within the project area. The Salamonie River crosses through the project area. Part of the project is located within a floodplain. A waters and wetland investigation will be conducted, and a Waters of the US Report will be prepared. No other “Red Flags” are mapped within the immediate vicinity of the project.

Urbanized Area Boundary (UAB)

The project lies within a UAB, and in accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), INDOT will develop a Storm Water Quality Management Plan. As part of its implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters.

Section 106

The *National Register of Historic Places* (National Register) and the *Indiana Register of Historic Sites and Structures* (State Register) were reviewed using the *State Historic Architectural and Archaeological Research Database* (SHAARD) and the *Indiana Historic Buildings, Bridges, and Cemeteries Map* (IHBBCM). One resource listed in the National Register was located in the project area: Portland Commercial Historic District (NR-1299). The *Jay County Interim Report* (1985) was examined and it was determined that there are potential historic properties within the vicinity of the project area. *The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. Because Bridge No. 027-28-06182 B is listed as a “Select” bridge, the procedures outlined in the Historic Bridge Programmatic Agreement will be followed to fulfill FHWA’s Section 106 responsibilities for this project. No cemeteries were located near the project area.

Range-wide Informal Programmatic Consultation

Jay County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use within the project area is urban and consists primarily of residential, commercial, and industrial areas. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of “Not Likely to Adversely Affect,” is reached then additional consultation with the USFWS will occur through INDOT.

Early Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project’s environmental impacts. To facilitate the development of this project, you are asked to reply within **30 calendar days** of receipt of this letter. If no response is received by that date, 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 project, please feel free to contact Angie Kattmann at (317) 222-3880 or AKattmann@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT- Greenfield District, please contact the Project Manager, Jeremy Greene, at (317) 467-3472 or jegreene@indot.in.gov.

Thank you in advance for your input.

Sincerely,



Angela R. Kattmann, LPG
Environmental Geologist
Lochmueller Group, Inc.

Attachments:

- General Location Map
- USGS Quadrangle Map
- Red Flag Investigation Maps Remove to avoid duplication; see Appendices B & E
- Photo Location Map
- Photographs

Distribution List:

- Natural Resources Conservation Service, Indianapolis Office (electronic submission)
- U.S. Army Corps of Engineers, Louisville District (electronic submission)
- U.S. Housing and Urban Development (electronic submission)
- National Park Service
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (electronic submission)
- IDNR, Oil and Gas Division (electronic submission)
- Indiana Department of Environmental Management (IDEM) (electronic submission)
- FHWA, Indiana Division (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Office of Aviation (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, Greenfield District (electronic submission)
- INDOT, Utilities and Railroads (electronic submission)
- Indiana Geological Survey (electronic submission)
- Jay County Highway Department (electronic submission)
- Portland Street and Parks Department (electronic submission)
- Jay County Board of Commissioners (electronic submission)

- Jay County Council (electronic submission)
- Jay County, Wayne Township Trustee
- Jay County Surveyor's Office (electronic submission)
- Portland City Council
- Portland Mayor's Office (electronic submission)
- Jay County Emergency Medical Service (electronic submission)
- Jay County Emergency Management Agency (electronic submission)
- Portland Police Department (electronic submission)
- Jay County Sheriff Department (electronic submission)
- Jay School Corporation (electronic submission)
- Trinity United Methodist Church
- Rock Missionary Church
- Portland Country Club
- Portland's Wastewater Treatment Plant (electronic submission)
- Jay County Hospital
- Portland Fire Department (electronic submission)



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation
Jeremy Greene
32 S Broadway Street
Greenfield , IN 46140

Lochmueller Group
Samantha Beaupre
3502 Woodview Trace
Suite 150
Indianapolis , IN 46268

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT), Greenfield District and the Federal Highway Administration (FHWA) intend to proceed with a federal-aid hot mix asphalt (HMA), bridge deck overlay, and roadway "right sizing" project along US 27, from Williamson Drive to CR 100 N. This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. Please use the above Des. No. and description in your reply. Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated. The proposed project is located in central Jay County. Specifically, the project is located in Sections 16, 17, 20, 21, 28, 29; Township 23 North, and Range 14 East as shown on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas. The existing bridge (Bridge # 027-38-06182 B) carries US 27 over the Salamonie River. It is a single-span, through deck arch bridge with a span of 110 feet. On the south end of the project area from CR 100 N to 7th Street, US 27 consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27 consists of two 14-foot travel lanes (one in each direction). From Water Street to Votaw Street, US 27 consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). From Votaw Street to Williamson Drive, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. The posted speed limit along US 27 is 30 miles per hour (mph) through the majority of the project area; however, a school zone, with a 20 mph speed limit, spans from 10th Street to Elder Street due to the proximity of General Shanks Elementary School. The speed limit along US 27 from Industrial Park to Williamson Drive is 45 mph. The need for the project stems from the high number of crashes at intersections along this portion of US 27. A crash study has indicated this segment has experienced a higher than expected frequency and severity of crashes in several locations. The four-lane section of US 27 enables high speeds and impedes pedestrian travel in the city of Portland. Additionally, there is deterioration of the existing roadway and existing bridge structure. During routine inspections occurring in May 2019, cracks and efflorescence were observed on the arches and surface of the bridge. Spalling was observed on large sections of the overlay. The wearing surface received a condition rating of 4 out of 9, which is considered poor condition. The purpose of the project is to reduce crashes along US 27 and create a more pedestrian friendly environment in downtown Portland. Additionally, the purpose is to improve the structural integrity of this section of US 27 and Bridge # 027-38-06182 B to provide a smooth riding surface of the roadway and bridge for traveling motorists. Additionally, the purpose is to return the wearing surface to a condition rating of at least 8 out of 9, which is considered very good condition. The proposed project will involve milling 1.5 inches of the existing pavement and applying 1.5 inches of HMA overlay along US 27 in Portland, Indiana from CR 100 N to Williamson Drive (Des. No. 1700811). The four-lane section of US 27 will be reduced from two through lanes in each direction to one through lane in each direction (Des. No. 1800009). The cross section will be repurposed to include back-in angled parking in one direction and parallel parking in the other direction with one through lane in each direction and one alternating left turn lane. Traffic signals at the Walnut Street and High Street intersections will be removed and replaced with a two way stop. The existing curb ramps will be removed and replaced with new curb ramps. Existing sidewalk will be replaced where the sidewalk is below the roadway elevation. In addition, space will be provided for the city to install seating, art, and/or landscaping. Finally, the project will involve the mill and overlay of the existing deck for Bridge # 027-38-06182 B that carries US 27 over the

Salamonie River (Des. No. 1702940). The project will involve a mill and overlay of the existing bridge deck, cleaning of and repairs to the structure, and installation of scour protection. The length of the proposed project is approximately 2.6 miles. The Maintenance of Traffic (MOT) will reduce US 27 from two lanes in each direction to one lane in each direction during construction. Sidewalk construction will occur on one side of the road at a time. Signs and barrels will be placed along US 27 to notify travelers of the construction. The MOT design will follow the criteria outlined in the Indiana Design Manual. Construction is anticipated to begin in fiscal year 2020. The project will take place entirely within public owned right-of-way. No temporary or permanent right-of way will be acquired. No tree clearing is anticipated to occur. A review of known resources was performed for a 0.5 mile radius of the project area. Several items of potential concern (e.g. red flags) were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Two religious facilities, Trinity United Methodist Church and Rock Missionary Church, are adjacent to the project area. One public airport, Portland Municipal Airport, is located 0.4 mile west of the project area. Portland Country Club is located adjacent to the project area. Two railroads and one pipeline cross through the project area. One petroleum well is located adjacent to the project area. A brownfield site, Ken Kunkle Chevrolet Oldsmobile Cadillac, and several Leaking Underground Storage Tank sites are located adjacent to the project area. One National Pollutant Discharge Elimination System pipe is located within the project area. The Salamonie River crosses through the project area. Part of the project is located within a floodplain. A waters and wetland investigation will be conducted, and a Waters of the US Report will be prepared. No other “Red Flags” are mapped within the immediate vicinity of the project. The project lies within a UAB, and in accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), INDOT will develop a Storm Water Quality Management Plan. As part of its implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters. The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). One resource listed in the National Register was located in the project area: Portland Commercial Historic District (NR-1299). The Jay County Interim Report (1985) was examined and it was determined that there are potential historic properties within the vicinity of the project area. The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges (February 2009) by Mead & Hunt was reviewed. Because Bridge No. 027-28-06182 B is listed as a “Select” bridge, the procedures outlined in the Historic Bridge Programmatic Agreement will be followed to fulfill FHWA’s Section 106 responsibilities for this project. No cemeteries were located near the project area. Jay County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use within the project area is urban and consists primarily of residential, commercial, and industrial areas. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of “Not Likely to Adversely Affect,” is reached then additional consultation with the USFWS will occur through INDOT.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches.

Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>) (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf

(http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>),

<http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD@dem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

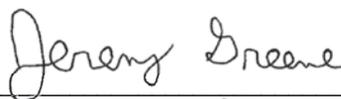
The Indiana Department of Transportation (INDOT), Greenfield District and the Federal Highway Administration (FHWA) intend to proceed with a federal-aid hot mix asphalt (HMA), bridge deck overlay, and roadway “right sizing” project along US 27, from Williamson Drive to CR 100 N. This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with this project. Please use the above Des. No. and description in your reply. Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated. The proposed project is located in central Jay County. Specifically, the project is located in Sections 16, 17, 20, 21, 28, 29; Township 23 North, and Range 14 East as shown on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas. The existing bridge (Bridge # 027-38-06182 B) carries US 27 over the Salamonie River. It is a single-span, through deck arch bridge with a span of 110 feet. On the south end of the project area from CR 100 N to 7th Street, US 27 consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27 consists of two 14-foot travel lanes (one in each direction). From Water Street to Votaw Street, US 27 consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). From Votaw Street to Williamson Drive, US 27 consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. The posted speed limit along US 27 is 30 miles per hour (mph) through the majority of the project area; however, a school zone, with a 20 mph speed limit, spans from 10th Street to Elder Street due to the proximity of General Shanks Elementary School. The speed limit along US 27 from Industrial Park to Williamson Drive is 45 mph. The need for the project stems from the high number of crashes at intersections along this portion of US 27. A crash study has indicated this segment has experienced a higher than expected frequency and severity of crashes in several locations. The four-lane section of US 27 enables high speeds and impedes pedestrian travel in the city of Portland. Additionally, there is deterioration of the existing roadway and existing bridge structure. During routine inspections occurring in May 2019, cracks and efflorescence were observed on the arches and surface of the bridge. Spalling was observed on large sections of the overlay. The wearing surface received a condition rating of 4 out of 9, which is considered poor condition. The purpose of the project is to reduce crashes along US 27 and create a more pedestrian friendly environment in downtown Portland. Additionally, the purpose is to improve the structural integrity of this section of US 27 and Bridge # 027-38-06182 B to provide a smooth riding surface of the roadway and bridge for traveling motorists. Additionally, the purpose is to return the wearing surface to a condition rating of at least 8 out of 9, which is considered very good condition.

The proposed project will involve milling 1.5 inches of the existing pavement and applying 1.5 inches of HMA overlay along US 27 in Portland, Indiana from CR 100 N to Williamson Drive (Des. No. 1700811). The four-lane section of US 27 will be reduced from two through lanes in each direction to one through lane in each direction (Des. No. 1800009). The cross section will be repurposed to include back-in angled parking in one direction and parallel parking in the other direction with one through lane in each direction and one alternating left turn lane. Traffic signals at the Walnut Street and High Street intersections will be removed and replaced with a two way stop. The existing curb ramps will be removed and replaced with new curb ramps. Existing sidewalk will be replaced where the sidewalk is below the roadway elevation. In addition, space will be provided for the city to install seating, art, and/or landscaping. Finally, the project will involve the mill and overlay of the existing deck for Bridge # 027-38-06182 B that carries US 27 over the Salamonie River (Des. No. 1702940). The project will involve a mill and overlay of the existing bridge deck, cleaning of and repairs to the structure, and installation of scour protection. The length of the proposed project is approximately 2.6 miles. The Maintenance of Traffic (MOT) will reduce US 27 from two lanes in each direction to one lane in each direction during construction. Sidewalk construction will occur on one side of the road at a time. Signs and barrels will be placed along US 27 to notify travelers of the construction. The MOT design will follow the criteria outlined in the Indiana Design Manual. Construction is anticipated to begin in fiscal year 2020. The project will take place entirely within public owned right-of-way. No temporary or permanent right-of way will be acquired. No tree clearing is anticipated to occur. A review of known resources was performed for a 0.5 mile radius of the project area. Several items of potential concern (e.g. red flags) were identified within the 0.5-mile search radius; however, not all will be impacted by the proposed project. Two religious facilities, Trinity United Methodist Church and Rock Missionary Church, are adjacent to the project area. One public airport, Portland Municipal Airport, is located 0.4 mile west of the project area. Portland Country Club is located adjacent to the project area. Two railroads and one pipeline cross through the project area. One petroleum well is located adjacent to the project area. A brownfield site, Ken Kunkle Chevrolet Oldsmobile Cadillac, and several Leaking Underground Storage Tank sites are located adjacent to the project area. One National Pollutant Discharge Elimination System pipe is located within the project area. The Salamonie River crosses through the project area. Part of the project is located within a floodplain. A waters and wetland investigation will be conducted, and a Waters of the US Report will be prepared. No other "Red Flags" are mapped within the immediate vicinity of the project. The project lies within a UAB, and in accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), INDOT will develop a Storm Water Quality Management Plan. As part of its implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters. The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were reviewed using the State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). One resource listed in the National Register was located in the project area: Portland Commercial Historic District (NR-1299). The Jay County Interim Report (1985) was examined and it was determined that there are potential historic properties within the vicinity of the project area. The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges (February 2009) by Mead & Hunt was reviewed. Because Bridge No. 027-28-06182 B is listed as a "Select" bridge, the procedures outlined in the Historic Bridge Programmatic Agreement will be followed to fulfill FHWA's Section 106 responsibilities for this project. No cemeteries were located near the project area. Jay County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use within the project area is urban and consists primarily of residential, commercial, and industrial areas. The project appears to fall under the Range-wide Programmatic Informal Consultation process. Completion of the appropriate determination key through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) portal will occur. If a determination of "Not Likely to Adversely Affect," is reached then additional consultation with the USFWS will occur through INDOT.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 03/30/2020

Signature of the INDOT
Project Engineer or Other Responsible Agent



Jeremy Greene

Date: 3/27/2020

Signature of the
For Hire Consultant

A handwritten signature in cursive script that reads "Samantha Beaupre".

Samantha Beaupre



Organization and Project Information

Project ID:
Des. ID: 1700811, 1800009, 1702940
Project Title: US 27 HMA Overlay Project
Name of Organization: Lochmueller Group
Requested by: Samantha Beaupre

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

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

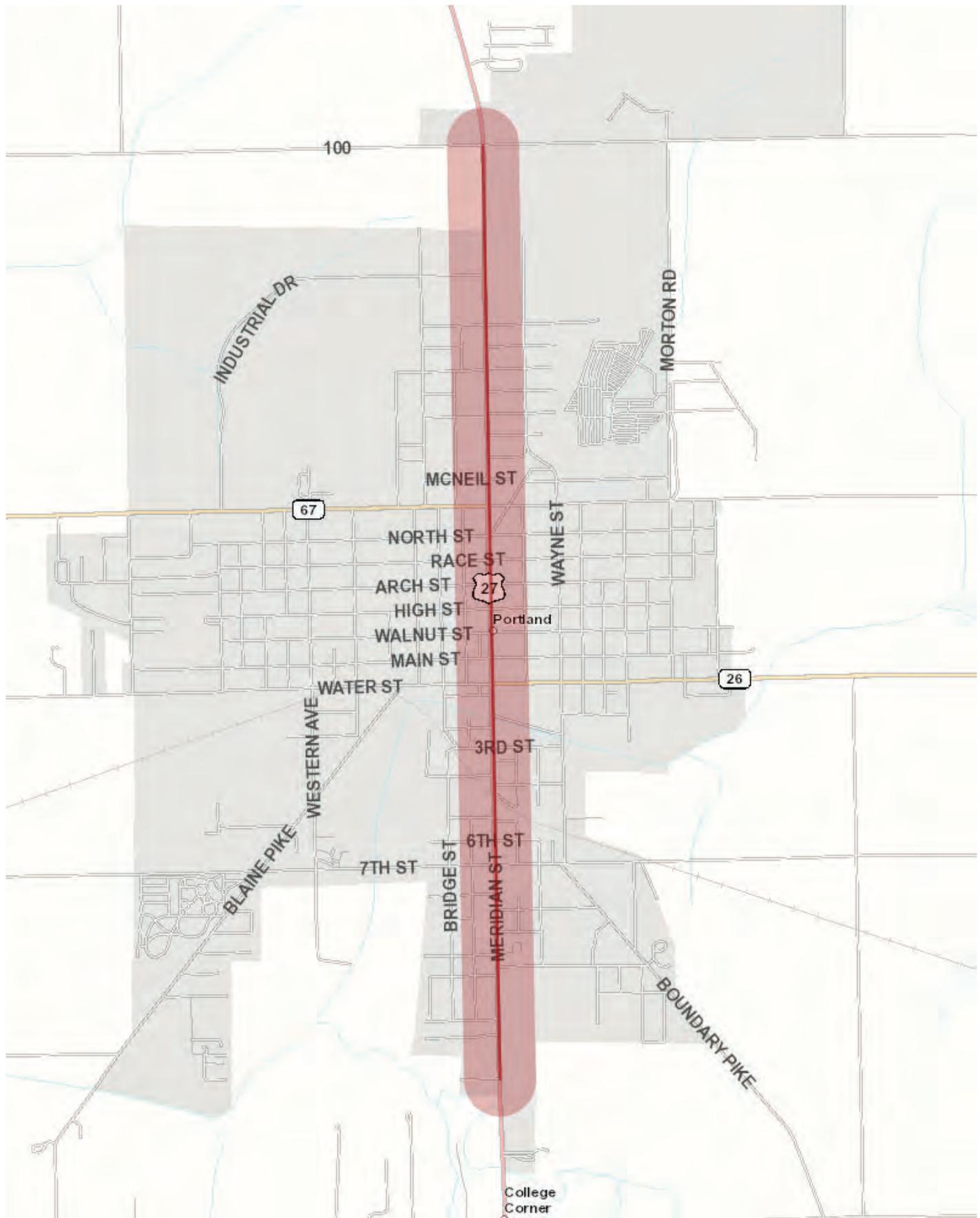
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: March 27, 2020



Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Beaupre, Samantha

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, March 30, 2020 7:50 AM
To: Beaupre, Samantha
Subject: RE: US 27 HMA Overlay Project (Des. Nos. 1700811, 1800009, & 1702940) Early Coordination

Samantha –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 10 ft. in height, further coordination will be required with our office. This is due to the close proximity of Portland Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway. Please contact James Kinder from our office regarding tall structure permitting.

James Kinder
jkinder@indot.in.gov
317-232-1485

Best,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N955
Indianapolis, IN 46204
Office: (317) 232-1477
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: Beaupre, Samantha <SBeaupre@lochgroup.com>
Sent: Friday, March 27, 2020 12:51 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: US 27 HMA Overlay Project (Des. Nos. 1700811, 1800009, & 1702940) Early Coordination

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

Mr. Courtade,

Please see the attached early coordination letter and attachments for the above mentioned project.

Please contact myself or Angie Kattmann at AKattmann@lochgroup.com with any questions.

From: [Chad Costa](#)
To: jpowers@thecityofportland.net
Cc: [Greene, Jeremy](#); [Samantha Beaupre](#); [Angie Kattmann](#); [Katlyn Shergalis](#); [Brian Arterbery](#)
Subject: FW: Des. Nox 1700811, 1800009 & 1702940
Date: Monday, June 29, 2020 9:29:07 AM

Dear Council Member Powers,

I wanted to inform you that INDOT has decided to remove from this project the elements that include the HMA overlay from Williamson Street to Water Street and from Votaw Street to CR 100 North (Des. No. 1700811), as well as the “right sizing” of US 27 between Water Street and Votaw Street (Des. No. 1800009). This decision was made for financial and project risk reasons. Each of the concerns you listed in your April 2, 2020 communication to Ms. Angela Kattmann of our office are associated with the portions of the project that have been eliminated. The only independent element of the project being advanced at this time is the bridge maintenance (Des. No. 1702940), which involves rehabilitation work to the Meridian Street Bridge over the Salamonie River. The Portland City Council should be notified if the removed elements of this project are re-activated at a later date.

Thank you for your comments and please let us know if you have any further questions.

Respectfully,

Chad Costa
Environmental Manager
Lochmueller Group

3502 Woodview Trace
Suite 150, Indianapolis, IN 46268
317.334.6807 (direct)
CCosta@lochgroup.com
<http://lochgroup.com>

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From: Kattmann, Angie <AKattmann@lochgroup.com>
Sent: Monday, April 6, 2020 10:14 AM
To: Arterbery, Brian <BARterbery@lochgroup.com>; Clark, Ryan <RClark@lochgroup.com>; Shergalis, Katlyn <KShergalis@lochgroup.com>
Cc: Costa, Chad <CCosta@lochgroup.com>
Subject: FW: Des. Nox 1700811, 1800009 & 1702940

FYI, we received this agency coordination reply from the Portland City Council.

Angie Kattmann, LPG
Environmental Geologist

Lochmueller Group

317.334.6824 (direct) | 317.694.2051 (mobile)

AKattmann@lochgroup.com

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From: Janet Powers <jpowers@thecityofportland.net>
Sent: Thursday, April 2, 2020 4:14 PM
To: Kattmann, Angie <AKattmann@lochgroup.com>; jegreene@indot.in.gov
Cc: John Boggs <mayorboggs@thecityofportland.net>
Subject: Des. Nox 1700811, 1800009 & 1702940

Ms Kattmann,

Thank you for the informational packet regarding the US 27 project in downtown Portland Indiana. The main concerns I am hearing are as follows:

1. Reverse angle parking on a very busy highway in downtown Portland.
2. The removal of some stop lights.
3. Will this in any way improve the flooding issue.
4. Will this project update the sidewalks from Water Street south to Williamson drive?

Respectfully,

Janet Powers
Portland City Council
At-Large

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

DNR #: ER-22391

Request Received: March 27, 2020

Requestor: Lochmueller Group Inc
Angela Kattmann
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project: US 27 HMA overlay from CR 100 North to Williamson Drive (Des #1700811), roadway "right sizing" (Des #1800009), and bridge (#027-38-06182 B) deck overlay over the Salamonie River (Des #1702940), Portland

County/Site info: Jay

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 for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

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) Bank Stabilization & Wildlife Passage:

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 current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). 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 the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

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

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

2) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.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).

3) Nesting Birds/Roosting Bats:

Repairs to the bridge could affect any nesting birds or roosting bats. Cliff and Barn Swallows, among other species, often nest on the underside of road bridges and many bat species roost in expansion joints and other concrete crevices on road bridges. Survey the bridges for any bird nests prior to construction. Nest surveys should occur between May 7 and September 7, which denotes the main nesting season for most bird species. If nests are found with eggs, chicks, or parents actively attending to the nest (building the nest and visiting often), then repairs should be put on hold until the nests complete their nesting cycle (to fledging) or fail (by natural causes).

The Division of Fish and Wildlife (DFW) recommends bridge maintenance activities be restricted to the period between November 1 and March 1 to avoid the summer roosting period for most bats in the central part of the State. However, some endangered bats could use a bridge to roost between November and March. No matter when work is proposed, the bridge must be inspected for the presence of bats. If there is no evidence of active bat use, work can proceed. If there is evidence of active bat use, work must not occur until either the bats leave the structure for the season or a separate permit is issued to remove the bats. Please contact Linnea Petercheff (lpetercheff@dnr.in.gov) regarding permits to handle bats. If bats are present, a more formal survey to determine what species are present may be required.

The DFW recommends consulting with the State Mammologist or the US Fish and Wildlife Service before scheduling a bridge maintenance, repair, or replacement project where evidence of bat use of the structure has been observed. Information about bat use of transportation structures as well as avoidance and exclusion measures can be found at <https://www.batcon.org/pdfs/bridges/BatsBridges2.pdf> and <https://www.whitenosesyndrome.org/mmedia-education/acceptable-management-practices-for-bat-species-inhabiting-transportation-infrastructure>.

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

4) Stream/Wetland Habitat:

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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 will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Eastern 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 regularly mowed areas only.
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 excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
13. 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.
14. 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.
15. Do not excavate or place fill in any riparian wetland.

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: April 24, 2020

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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Angela Kattmann
Lochmueller Group, Inc.
(317) 222-3880
AKattmann@lochgroup.com

April 2, 2020

Re: Early Coordination Review, Des. 1700811, 1702940, and 1800009

U.S. 27, County Road 100 N. to Williamson Drive – HMA Overlay, Bridge Deck Overlay and Roadway “Right Sizing”
Jay County, Indiana

Dear Ms. Kattmann:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be at least **two** active project you should be aware of near your project area. A summary of this project is provided below.

Project Sponsor: Indiana Department of Transportation; Project Manager: Jeremy Greene,
Email: JeGreene@indot.IN.gov

- **DES: 1702940** – Bridge Thin Deck Overlay U.S. 27 over Salamonie River; Timeline: Construction scheduled for 2021
- **DES: 1901505** – HMA Overlay from State Road 67 to U.S. 27; Timeline: Construction scheduled for 2022

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Greenfield District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Meghan Hinkle: 317-232-1490 or MHinkle@indot.IN.gov.

Sincerely,

for Ron Bales
Environmental Policy Manager,
Environmental Services Division

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April 6, 2020

Angela R. Kattmann, LPG
Lochmuller Groups, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Ms. Kattmann:

The proposed project to replace the bridge deck overlay along US 27 from County Road 100 North to Williamson Drive in the City of Portland, Jay County, Indiana, (Des No 1700811, 1800009 and 1702940), as referred to in your letter received March 27, 2020, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2020.04.08
15:29:04 -04'00'

RICK NEILSON
State Soil Scientist

Helping People Help the Land.



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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

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 19, 2020

Consultation Code: 03E12000-2020-SLI-1649

Event Code: 03E12000-2020-E-06971

Project Name: US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)

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

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

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.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number 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

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

Consultation Code: 03E12000-2020-SLI-1649

Event Code: 03E12000-2020-E-06971

Project Name: US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)

Project Type: TRANSPORTATION

Project Description: The INDOT, Greenfield District and the Federal Highway Administration (FHWA) intend to proceed with a federal-aid hot mix asphalt (HMA), bridge deck overlay, and roadway "right sizing" project along US 27, from Williamson Drive to CR 100 N. The proposed project is located in central Jay County. Specifically, the project is located in Sections 16, 17, 20, 21, 28, 29; Township 23 North, and Range 14 East as shown on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas.

Des. No. 1700811 is a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N. On the south end of the project area from CR 100 N to 7th Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From Votaw Street to Williamson Drive, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane.

Des. No. 1702940 is a mill and overlay of the existing deck associated with the existing bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B). The existing bridge is a reinforced concrete through arch bridge. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed.

Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). From Water

Street to Votaw Street, US 27/Meridian Street currently consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). The “right sizing” of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27/ Meridian Street will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. In total, sixteen bump-outs will be added between Water Street and Arch Street within the Portland Commercial Historic District. In addition, at the intersections of US 27/Meridian Street and Main Street and US 27/Meridian Street and High Street, the traffic signals will be removed.

No temporary or permanent right-of way will be acquired. Suitable summer habitat is located adjacent to the project area. No tree clearing is anticipated to occur. A review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula, and capture sites was conducted by INDOT Greenfield District on February 25, 2019. No documented sites within a half mile of the project area. Lochmueller Group inspected Bridge # 027-38-06182 B on July 24, 2019. No evidence of bats was seen or heard. No permanent lighting will be installed. Temporary lighting may be used during construction. Construction is anticipated to begin in Spring 2021.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/40.43517829720472N84.97790556362833W>



Counties: Jay, IN

Endangered Species Act Species

There is a total of 2 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 Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

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



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

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 22, 2020

Consultation Code: 03E12000-2020-I-1649

Event Code: 03E12000-2020-E-07078

Project Name: US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)

Subject: Concurrence verification letter for the 'US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)' 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 to verify that the **US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)** (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*).

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/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/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.

Project Description

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

Name

US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. 1700811, 1800009, & 1702940)

Description

The INDOT, Greenfield District and the Federal Highway Administration (FHWA) intend to proceed with a federal-aid hot mix asphalt (HMA), bridge deck overlay, and roadway "right sizing" project along US 27, from Williamson Drive to CR 100 N. The proposed project is located in central Jay County. Specifically, the project is located in Sections 16, 17, 20, 21, 28, 29; Township 23 North, and Range 14 East as shown on the U.S. Geological Survey (USGS) 7.5 minute Portland, Indiana topographic quadrangle. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas.

Des. No. 1700811 is a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N. On the south end of the project area from CR 100 N to 7th Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From Votaw Street to Williamson Drive, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane.

Des. No. 1702940 is a mill and overlay of the existing deck associated with the existing bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B). The existing bridge is a reinforced concrete through arch bridge. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed.

Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). From Water Street to Votaw Street, US 27/Meridian Street currently consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). The "right sizing" of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27/Meridian Street will

be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. In total, sixteen bump-outs will be added between Water Street and Arch Street within the Portland Commercial Historic District. In addition, at the intersections of US 27/Meridian Street and Main Street and US 27/Meridian Street and High Street, the traffic signals will be removed.

No temporary or permanent right-of way will be acquired. Suitable summer habitat is located adjacent to the project area. No tree clearing is anticipated to occur. A review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula, and capture sites was conducted by INDOT Greenfield District on February 25, 2019. No documented sites within a half mile of the project area. Lochmueller Group inspected Bridge # 027-38-06182 B on July 24, 2019. No evidence of bats was seen or heard. No permanent lighting will be installed. Temporary lighting may be used during construction. Construction is anticipated to begin in Spring 2021.

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 [national consultation FAQs](#).

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.

No

10. 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

11. 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

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

No

13. Does the project include slash pile burning?

No

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

Yes

15. 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

16. 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

- *StructureAssessment.pdf* <https://ecos.fws.gov/ipac/project/RH4IJDKTVRGTXH4DKPML3OQHYQ/projectDocuments/21820495>

17. 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

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

No

19. 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

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

Yes

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

Yes

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

No

23. 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

24. 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

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

No

26. 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

27. 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

28. 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

29. Lighting AMM 1

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

Yes

Project Questionnaire

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

N/A

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

N/A

3. Please describe the proposed bridge work:

The existing deck of bridge No. 027-38-06182 B will be milled and overlaid. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed.

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

Spring 2021

5. Please enter the date of the bridge assessment:

July 24, 2019

Avoidance And Minimization Measures (AMMs)

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

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.

LIGHTING AMM 1

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

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on December 02, 2019. 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.

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project # Des. No. 1702940	Water Body Salamonie River	Date/Time of Inspection July 24, 2019	Within 1,000ft of suitable bat habitat (circle one) <input checked="" type="radio"/> Yes <input type="radio"/> No
--	--------------------------------------	---	--

Route US 27	County Jay	Federal Structure ID Str. No.: 027-38-06182 B NBI: 007350
-----------------------	----------------------	--

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	<input checked="" type="checkbox"/>	Crevices, rough surfaces or imperfections in concrete		Human disturbance or traffic under bridge/in culvert or at the structure	<input checked="" type="radio"/> High	Low	None
All crevices >12" deep & not sealed	<input checked="" type="checkbox"/>	Spaces between walls, ceiling joists		Possible corridors for netting	<input checked="" type="radio"/> None/poor	Marginal	Excellent
All guardrails	<input checked="" type="checkbox"/>						
All expansion joints	<input checked="" type="checkbox"/>						
Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/>						

Last Revised May 31, 2017

Vertical surfaces on concrete I-beams	X						
---------------------------------------	---	--	--	--	--	--	--

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live __ number seen
- Dead __ number seen

Photo documentation Y/N

Guano

- Odor Y/N
- Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: <u>Ruth Hook</u> Signature(s): <u><i>Ruth Hook</i></u>
District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

From: [Hinkle, Meghan](#)
To: [Samantha Beaupre](#)
Cc: [Angie Kattmann](#); [Bales, Ronald](#)
Subject: RE: US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. Nos. 1700811, 1800009, & 1702940) IPaC
Date: Friday, May 22, 2020 9:51:03 AM
Attachments: [image001.png](#)

Good Moring,

INDOT reviewed this IPaC determination and it has been sent to USFWS for their review. If I receive a response I will forward that to you.

Let me know if you have any question.

Thanks,

Meghan Hinkle
Major Projects / LPA Review Liaison
Environmental Services Division
Indiana Department of Transportation
100 N Senate Ave N642-ES
Indianapolis, IN 46204-2216
317-232-1490
Email: MHinkle@indot.IN.gov



From: Samantha Beaupre <SBeaupre@lochgroup.com>
Sent: Wednesday, May 20, 2020 2:45 PM
To: Hinkle, Meghan <MHinkle@indot.IN.gov>; Bales, Ronald <rbales@indot.IN.gov>
Cc: Angie Kattmann <AKattmann@lochgroup.com>
Subject: US 27 HMA Overlay, Bridge Deck Overlay, & Roadway "Right Sizing" (Des. Nos. 1700811, 1800009, & 1702940) IPaC

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Good Afternoon,

I've generated an NLAA consistency letter for the above mentioned project for your review. The record locator number is 895-21820567. Let me know if you have any questions.

Thank you!

Samantha Beaupre

From: [Carmanygeorge, Karstin M](#)
To: [Blad, Hannah](#)
Cc: [Hook, Ruth](#)
Subject: RE: Database Check for US 27 Project
Date: Monday, February 25, 2019 1:49:34 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

A review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula and capture sites was conducted for Des 1700811 and 1800009 on February 25, 2019. There are no documented sites within a half mile the project area. If any bridges will be impacted, please be sure to review bat inspection reports in BIAS to determine if bats have historically been documented under the bridge. The USFWS Information for Planning and Conservation (IPaC) website must be consulted and a new project created to obtain an official species list and complete the determination key for the project to determine the applicability of the programmatic consultation. Once the key is complete, the project is ready for INDOT review for completeness and accuracy. Provide the record locator number from the IPaC generated consistency letter to INDOT with a request to review or verify the project.

Thanks,

Kari Carmany-George

Environmental Section Manager, Greenfield District

32 South Broadway
Greenfield, IN 46140

Office: (317) 467-3467 (internal ext 14898)

Email: kcarmanygeorge2@indot.in.gov



“Our lives begin to end the day we become silent about things that matter.”
— **Martin Luther King Jr.**,

From: Blad, Hannah [mailto:HBlad@lochgroup.com]
Sent: Monday, February 25, 2019 12:29 PM
To: Carmanygeorge, Karstin M <KCarmanyGeorge2@indot.IN.gov>
Cc: Hook, Ruth <RHook@lochgroup.com>
Subject: Database Check for US 27 Project

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Good Afternoon,

From: [Angie Kattmann](#)
To: [JOHNSON, TIM](#)
Cc: [Samantha Beaupre](#)
Subject: RE: AID#16570, Ken Kunkle Chevrolet Oldsmobile Cadillac, Portland, IN
Date: Thursday, May 28, 2020 9:59:01 AM

Wonderful. We will not be doing any work on the southeast portion of that property....the only work is along US 27 and a few feet on Race Street for the curb removal & reconstruction.

Thank you again, and be well!

Angie Kattmann, LPG
Environmental Geologist
Lochmueller Group

317.334.6824 (direct) | 317.694.2051 (mobile)
AKattmann@lochgroup.com

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From: JOHNSON, TIM <TJOHNSON@idem.IN.gov>
Sent: Wednesday, May 27, 2020 3:53 PM
To: Angie Kattmann <AKattmann@lochgroup.com>
Subject: RE: AID#16570, Ken Kunkle Chevrolet Oldsmobile Cadillac, Portland, IN

I looked back into the Phase 2 for the Site and the contamination we encountered was on the south east corner of the Building. (the front corner on the alley side) there were detections of Benzene and Napthalene at 4-6 feet in soil and BTEX in the groundwater. The IDEM Virtual File cabinet document number is 68737363. Depending on how deep you have to work on THAT corner you may not have much to worry about. I am not sure what numbers you adhere to for construction workers but you can match them up with the levels of contamination that were discovered in the soils but it doesn't look to me to be much to be concerned about. I'm not even sure you will be working in that area.

From: Angie Kattmann [<mailto:AKattmann@lochgroup.com>]
Sent: Wednesday, May 27, 2020 1:36 PM
To: JOHNSON, TIM <TJOHNSON@idem.IN.gov>
Cc: Samantha Beaupre <SBeaupre@lochgroup.com>
Subject: RE: AID#16570, Ken Kunkle Chevrolet Oldsmobile Cadillac, Portland, IN

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Sure, attached are a couple of sheets from the construction plans that show the location of the site and the curb replacements. I also attached an overall project location aerial photo. Thanks for your help!

Angie Kattmann, LPG
Environmental Geologist
Lochmueller Group

317.334.6824 (direct) | 317.694.2051 (mobile)
AKattmann@lochgroup.com

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From: JOHNSON, TIM <TJOHNSON@idem.IN.gov>
Sent: Wednesday, May 27, 2020 1:24 PM
To: Angie Kattmann <AKattmann@lochgroup.com>
Subject: RE: AID#16570, Ken Kunkle Chevrolet Oldsmobile Cadillac, Portland, IN

Hi Angie: Do you have a map of the activities planned? I really don't anticipate any problems here but I would like to match up some activities with what contamination existed on the Site. I seem to remember petroleum contaminants in the front corner of the building. I would like to dust off the report and see if the two activities meet.

From: Angie Kattmann [<mailto:AKattmann@lochgroup.com>]
Sent: Wednesday, May 27, 2020 12:56 PM
To: JOHNSON, TIM <TJOHNSON@idem.IN.gov>
Cc: Samantha Beaupre <SBeaupre@lochgroup.com>
Subject: AID#16570, Ken Kunkle Chevrolet Oldsmobile Cadillac, Portland, IN

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Mr. Johnson,

You were identified as a contact on the NFA letter for the Former Kunkle Chevrolet site, 414 North Meridian Street, Portland, State Cleanup #2013-38-626, AID#16570. Please let me know if there is someone else that I should be communicating with though.

I am working with INDOT on a road project which will go by this facility (Des. Nos. 1700811, 1800009, and 1702940) and, per the ERC recorded on October 31, 2013, I wanted to contact you regarding our construction plans. According to the ERC, groundwater contamination remains on site. Our project will involve milling the existing street and placing new HMA overlay. Also, the curb ramps adjacent to the intersection will be removed and replaced with ADA compliant ramps. The excavation for the road replacement will not extend farther than the existing roadway sub-material. The excavation for the curb replacements will be approximately 2 feet below existing ground surface. As we will not be excavating to groundwater depth, we are not expecting the contamination from this site to impact our project.

Is there any new/updated information that you might have which could affect our project? Would you like any additional information regarding this project (ex. construction plans)? Thank you for any

guidance you might be able to provide.

Angie Kattmann, LPG
Environmental Geologist

Lochmueller Group

3502 Woodview Trace

Suite 150, Indianapolis, IN 46268

317.694.2051 (mobile)

AKattmann@lochgroup.com

<http://lochgroup.com>

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From: [Chad Costa](#)
To: [chad aker](#)
Cc: [Greene, Jeremy](#); [Samantha Beaupre](#); [Katlyn Shergalis](#); [Brian Arterbery](#); [Hannah Blad](#)
Subject: RE: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana
Date: Monday, June 29, 2020 9:40:06 AM

Dear Commissioner Aker,

I wanted to inform you that INDOT has decided to remove from this project the elements that include the HMA overlay from Williamson Street to Water Street and from Votaw Street to CR 100 North (Des. No. 1700811), as well as the “right sizing” of US 27 between Water Street and Votaw Street (Des. No. 1800009). This decision was made for financial and project risk reasons. The concerns you presented in your April 9, 2020 communication to Ms. Hannah Blad of our office are associated with the portions of the project that have been eliminated. The only independent element of the project being advanced at this time is the bridge maintenance (Des. No. 1702940), which involves rehabilitation work to the Meridian Street Bridge over the Salamonie River. The Jay County Commissioners should be notified if the removed elements of this project are re-activated at a later date.

Thank you for your comments and please let us know if you have any further questions.

Respectfully,

Chad Costa
Environmental Manager
Lochmueller Group

3502 Woodview Trace
Suite 150, Indianapolis, IN 46268
317.334.6807 (direct)
CCosta@lochgroup.com
<http://lochgroup.com>

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From: chad aker <ch_aker@yahoo.com>
Sent: Thursday, April 9, 2020 1:58 PM
To: jcarr (JCarr@dnr.IN.gov) <jcarr@dnr.in.gov>; cslider@dnr.in.gov; BMCcord@dnr.IN.gov; Blad, Hannah <HBlad@lochgroup.com>
Cc: Kennedy, Mary (MKENNEDY@indot.IN.gov) <mkennedy@indot.in.gov>; Miller, Shaun (INDOT) <smiller@indot.in.gov>; SBranigin (SBranigin@indot.IN.gov) <sbranigin@indot.in.gov>; Costa, Chad <CCosta@lochgroup.com>; Quigg, Gary <GQuigg@lochgroup.com>; Kattmann, Angie <AKattmann@lochgroup.com>; Arterbery, Brian <BArterbery@lochgroup.com>; Shergalis, Katlyn <KShergalis@lochgroup.com>; Kelly, Clint <ckelly1@indot.in.gov>; Greene, Jeremy <jegreene@indot.in.gov>

Subject: Re: FHWA Project: Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project, Jay County, Indiana

Hanna,

My biggest concern about this whole project has nothing to do with the arch bridge, but the reduction of lanes through the City of Portland. The proposed lane reduction will congest the downtown area as well as make it less safe for pedestrians and drivers. I've heard two different reasons for the proposed reduction.

The first being due to a decrease in traffic through the city, this is completely false, the traffic has increased tremendously over the past decade with trucking and agriculture increasing daily. As an agricultural county we have tremendous amounts of truck traffic using this downtown area. May I remind you that the downtown area is where three separate highways merge into one. This project would be essentially be reducing these three merging highways into one lane! The mayor has said he wants to divert these trucks around the city onto county roads, as a Jay County Commissioner, this is not plausible, as our county roads are not designed for truck traffic and this will destroy our county roads.

The second reason was for safety and to reduce accidents. There have been very few accidents in the downtown area, I know this because I am a 25 yr veteran of the Portland Fire Department and a past Fire Chief; auto accidents resulting in injury in the downtown area average less than one per year; if you would like numbers, I can get them for you. The proposed reverse angle parking and one lane in each direction will create many more accidents with the amount of large truck traffic having to stop on a dime for the person who decides at the last minute they want to park.

It has also been proposed to remove traffic lights at Walnut and High Streets. Both of these intersections are no turn on red, due to the limited visibility. Now INDOT is wanting to remove these lights, making it even more dangerous for vehicles attempting to turn onto Meridian Street, not to mention the pedestrians trying to cross the street!

During the one public informational meeting last summer about the proposed project, an overwhelming majority objected to the lane reduction. Citizens, including myself gave feedback to INDOT, with 67% of those responses being against the lane reduction and less than 25% in favor. I have talked with a member of the Greenfield office about my concerns, I was told, at the first of the year, that there would be a meeting set up with myself, INDOT, Portland Mayor Boggs and Representative Prescott to discuss our concerns, this has not been done yet. It appears this project is being forced onto the people who do not want it and will have to suffer the consequences of congestion and reduction in safety for years to come.

With the financial hardships Indiana will be facing due to the corona virus outbreak, this would be a major savings for the state, by only doing a resurfacing of Meridian Street rather than a lane reduction with bump outs and other amenities. If your office would like to discuss our concerns further, please contact me.

Sincerely,
Chad Aker
Jay County Commissioner
260-615-2604

On Thursday, April 9, 2020, 10:56:46 AM EDT, Blad, Hannah <hblad@lochgroup.com> wrote:

Des. Nos.: 1700811, 1702940 & 1800009

Project Description: US 27 Road and Bridge Maintenance Project

Location: Williamson Drive to S CR 100 N, City of Portland, Jay County, Indiana

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

This Appendix references Des. Nos. 1700811 and 1800009. These Des. Nos. have been removed from this project.

**US 27 Road and Bridge Maintenance Project:
Williamson Drive to CR 100 N
City of Portland, Jay County, Indiana
Des. Nos. 1700811, 1702940 & 1800009**

800.11(e) Documentation

May 12, 2020



**Prepared for:
Indiana Department of Transportation
Federal Highway Administration**



Hannah Blad
Hannah Blad

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**US 27 ROAD AND BRIDGE MAINTENANCE PROJECT
WILLIAMSON DRIVE TO CR 100 N
CITY OF PORTLAND, JAY COUNTY, INDIANA
DES. NOS.: 1700811, 1702940 & 1800009**

**AREA OF POTENTIAL EFFECTS (APE)
(Pursuant to 36 CFR Section 800.4(a) (1))**

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project area. The APE for the majority of the project extends approximately 150 feet from the project location. The APE expands farther at the north and south ends of the project location to accommodate the wider viewshed. At the south end of the project location, the APE extends approximately 290 feet beyond the project location. At the north end of the project location, the APE extends approximately 430 feet past the project location. Please see Appendix A, page 3 for a map of the APE.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c) (2))**

The APE contains one property listed in the National Register of Historic Places (National Register).

Portland Commercial Historic District (NR-1299). The Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on Meridian Street from Arch Street to, and including, the reconstructed Meridian Street Bridge with additional resources west of Meridian on Walnut, Main, Commerce, and Court Streets. The Portland Commercial Historic District (NR-1299) was listed in the National Register in 1996 under Criterion A (Commerce and Politics/Government) and Criterion C (Architecture) with a period of significance from 1870-1945.

The APE contains three properties recommended eligible for listing in the National Register:

Dr. Foster House (Indiana Historic Sites and Structures Inventory [IHSSI] #075-521-33098). The Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street. The property was built c. 1930 by Dr. Lee E. Foster. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the west elevation. The main portion of the house has a side gabled roof with cornice returns and two brick chimneys on the north and south elevations. The front pedimented porch roof with a shallow arch has fluted Tuscan columns and a brick foundation, which leads to a front door with a fanlight and four-light sidelights. There is a garage on the property that was built in the same style as the house. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the National Register under Criterion C for its architectural significance.

House at 834 S. Meridian Street (IHSSI #075-521-33094). The house located at 834 S. Meridian Street was built c. 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. The cottage has a cross gabled roof and the front gable on the east elevation has a lower pent roof. The wraparound front porch is stylized with turned porch posts, a jigsaw cut porch frieze with picket pattern running trim, and stylized spandrel brackets with turned drops on the porch posts. The gables are also stylized with two different sizes of fish scale shingles, the smaller shingles creates a line between the larger shingles. Window styles on the house include one-over-one double-hung, eight-light fixed, six-light fixed, and one-light fixed picture window with a stained-glass transom.

The House at 834 S. Meridian Street is eligible for listing in the National Register under Criterion C for its architectural significance.

First United Brethren Church (IHSSI #075-521-33088). The First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland. The two-story tall church has three gables; on the north, south, and west elevations. Each of the gabled ends has a pediment with a molded metal cornice. The rear portion of the church has a flat roof with a high parapet wall. The façade is symmetrical with four smooth limestone Ionic columns. The church sits on a stone foundation with walls clad in brick veneer. Stone detailing is dispersed throughout the façade in square and rectangular shapes. A molded architrave is on the north, east, and south elevations, located above the limestone caps of the brick pilasters between the grouped windows. The First United Brethren Church is eligible for listing in the National Register under Criterion C for its architectural significance. According to Criteria Consideration A of the National Register, a religious property may be eligible if it “derives its primary significance from architectural or artistic distinction or historical importance.” Based on the research for this property and the architectural merit of the resource, the historians believe it meets the requirements of Criterion Consideration A.

EFFECT FINDING

Portland Commercial Historic District (NR-1299) – “No Adverse Effect”

Dr. Foster House (IHSSI #075-521-33098) – “No Adverse Effect”

House at 834 S. Meridian Street (IHSSI #075-521-33094) – “No Adverse Effect”

First United Brethren Church (IHSSI #075-521-33088) – “No Adverse Effect”

Meridian Street Bridge – 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). The Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350) has been classified as a Select Bridge by the INDOT Historic Bridge Inventory 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.

Therefore, the finding for this project only applies to other resources located within the APE and not the Meridian Street Bridge. This document will satisfy the Section 106 responsibilities for other resources located in the APE. Regarding other resources located in the project area, INDOT, acting on FHWA’s behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of “No Adverse Effect.”

SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)

Portland Commercial Historic District - This undertaking will not convert property from the Portland Commercial Historic District (NR-1299), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Portland Commercial Historic District (NR-1299).

Dr. Foster House - This undertaking will not convert property from the Dr. Foster House (IHSSI #075-521-33098), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the Dr. Foster House (IHSSI #075-521-33098).

House at 834 S. Meridian Street - This undertaking will not convert property from the House at 834 S. Meridian Street (IHSSI #075-521-33094), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s

behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the House at 834 S. Meridian Street (IHSSI #075-521-33094).

First United Brethren Church - This undertaking will not convert property from the First United Brethren Church (IHSSI #075-521-33088), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf has determined the appropriate Section 106 finding is “No Adverse Effect”; therefore no Section 4(f) evaluation is required for the First United Brethren Church (IHSSI #075-521-33088).

Meridian Street Bridge – 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 must be completed for the Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350).

Consulting parties will be provided a copy of INDOT’s findings and determinations in accordance with INDOT and FHWA’s Section 106 Procedures. Comments will be accepted for 30 days upon receipt of the findings.

Anuradha Kumar V.

Anuradha V. Kumar, for FHWA
Manager
INDOT Cultural Resources

05/13/2020

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.5(c)**

**US 27 ROAD AND BRIDGE MAINTENANCE PROJECT
WILLIAMSON DRIVE TO CR 100 N
CITY OF PORTLAND, JAY COUNTY, INDIANA
DES. NOS.: 1700881, 1702940 & 1800009**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a road and bridge maintenance project, Des. Nos. 1700811, 1702940, 1800009. The FHWA is providing funding and is the lead federal agency for this Section 106 undertaking. Specifically, the proposed undertaking is on US 27/Meridian Street from Williamson Drive to W CR 100 N in the City of Portland in Jay County, Indiana. It is within Wayne Township, Portland USGS Topographic Quadrangle, in Sections 16, 17, 20, 21, 28, 29, Township 23 North, and Range 14 East. Existing land use within the project area is urban and consists primarily of residential, commercial, and industrial areas.

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. The federal involvement is funding from the FHWA. 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.

Des. No. 1700811 is a mill and overlay of the existing pavement along US 27/Meridian Street starting from Williamson Drive to SR 26 (Water Street) and from SR 67 (Votaw Street) to W CR 100 N. On the south end of the project area from CR 100 N to 7th Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From 7th Street to 2nd Street, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. From 2nd Street to Water Street, US 27/Meridian Street consists of two 14-foot travel lanes (one in each direction). From Votaw Street to Williamson Drive, US 27/Meridian Street consists of two 12-foot travel lanes (one in each direction) and a 12-foot dual turn lane. The total project length for this Des. No. is 2.06. In accordance with direction from the Greenfield District, Des 1700811 and 1800009 were combined into one set of plans for construction. The Greenfield District did not require a Stage 1 submission for Des 1700811. After Stage 1, both Des Numbers will be added to this one set of plans for the Stage 3 submission. Currently the Stage 1 plan set in Appendix G only shows planned work for Des. No. 1800009. This discrepancy is also indicated on the front page of the Stage 1 plans for Des. Nos. 1700811 and 1800009 in Appendix G

Des. No. 1702940 is a mill and overlay of the existing deck associated with the Meridian Street Bridge over the Salamonie River (INDOT Bridge No. 027-38-06182 B, NBI No. 007350, IHSSI #075-521-33086). The Meridian Street Bridge, a reinforced concrete through arch bridge, was constructed in 1914 and reconstructed in 1997. The project will also repair a concrete column, clean and paint the steel railing, power wash the entire bridge, and clean and repair the concrete railing pedestals. Patching of any peeling or chipped sections of the masonry coating will occur following the cleaning of the bridge, and then the surface will be sealed. The total project length for this Des. No. is 0.02 mile. For a more in-depth discussion of work on the Meridian Street Bridge please see the Historic Bridge Alternatives Analysis (HBAA) that

was sent to consulting parties on March 20, 2020. Since the distribution of the HBAA, 30% plans for the bridge were finalized and sent out for review by consulting parties. See Attachment H for the 60% bridge plans.

The 60% plans include Maintenance of Traffic sheets and formatting changes requested by the INDOT reviewer. Placeholder notations were also added for special provisions. The special provisions will be included with the next plan submittal.

Des. No. 1800009 involves a mill and overlay of the existing pavement, in addition to the right sizing of US 27/Meridian Street through downtown Portland from SR 26 (Water Street) to SR 67 (Votaw Street). From Water Street to Votaw Street, US 27/Meridian Street currently consists of four 12-foot travel lanes (two in each direction) and two 11-foot right turn lanes (one in each direction). The “right sizing” of a road involves adjusting the section width and lane assignments to better accommodate pedestrian needs while still being able to sustain current and 20-year design-year traffic volumes (i.e., reducing the number of travel lanes due to lower traffic volumes). The number of lanes in this section of US 27/Meridian Street will be reduced from two in each direction to one in each direction. One side of the street will retain its parallel parking, while the other side will include back-in angled parking. An alternating left turn lane will also be provided. Curb bump-outs will be provided on most corners to narrow the cross section and to improve pedestrian safety and accessibility. In total, sixteen bump-outs will be added between Water Street and Arch Street within the Portland Commercial Historic District. In addition, at the intersections of US 27/Meridian Street and Main Street and US 27/Meridian Street and High Street, the traffic signals will be removed. The total project length for this Des. No. is 0.49 mile. This project will not include the installation of seating, art, or landscaping. No amenities will be incorporated into the project’s design. However, the City of Portland may be interested in placing amenities in the downtown area. Such amenities may be in the form of planters and benches. If these amenities are added it will be an action undertaken by the City of Portland completely independent of INDOT’s project and at an unspecified time after the completion of Des. No. 1800009. No additional right-of-way (ROW) will be needed for this project. See Appendix G for Stage 1 plans of the roadway work.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The APE extends different lengths surrounding the project area depending on the viewshed. To the north the APE extends between 100 and 300 feet, to the east it extends approximately 350 feet, to the south it extends between 50 and 200 feet, and to the west it extends approximately 560 feet. As all work of the proposed project will occur within previously disturbed soils, there are no archaeological concerns. See Appendix A for maps of the project area and APE. Please see Appendix A, page 3 for a map of the APE.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register, Indiana Register of Historic Sites and Structures (State Register), the State Historic Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), and the Indiana Historic Sites and Structures Inventory (IHSSI) were consulted prior to and following field review. Jay County was surveyed in 1984 for the IHSSI. The resulting *Jay County Interim Report* (1985) was also reviewed. One resource already listed in the National Register, the Portland Commercial Historic District (NR-1299), is located within the APE. Within the APE, seven Outstanding, eleven Notable, twenty-two Contributing, and twenty-one Non-Contributing, previously surveyed resources from the *Jay County Interim Report* were located. The *Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. One bridge eligible for listing in the National Register is located in the project area and the bridge

is considered a Select Bridge: Meridian Street Bridge, INDOT Bridge No. 027-38-06182 B/NBI No. 007350/HB-2152.

Early coordination was initiated on June 25, 2019, with an email to consulting parties. The email asked consulting parties to review the early coordination letter, via IN SCOPE, which is INDOT's Section 106 document website <http://erms.indot.in.gov/Section106Documents/>. Hard copies of these materials were mailed to the State Historic Preservation Officer (SHPO) on June 25, 2019. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-3.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- Jay County Historian
- Jay County Historical Society
- **Jay County Commissioners**
- Jay County Highway Supervisor
- Mayor of Portland
- Portland Street Department
- Portland Historic Preservation Commission
- Indiana Landmarks – Eastern Regional Office
- Historic Spans Task Force
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County of Potawatomi
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

In an email dated July 9, 2019, Jay County Commissioner Chad Aker replied to another project's early coordination material in Jay County for a bridge on SR 26 (Des. No. 1600828). However, the nature of the comments indicated he was interested in this project. See Appendix D, page 8-9 for a copy of this communication.

In a letter dated July 19, 2019, the Miami Tribe of Oklahoma responded to the early coordination materials by accepting consulting party status and stated that, “[t]he Miami Tribe offers no objection to the above-mentioned 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.” See Appendix D, page 10 for a copy of this communication.

In a letter dated July 22, 2019, the Indiana SHPO staff responded to the early coordination material asking that the Jay County Chamber of Commerce and the Jay School Corporation be invited to be consulting parties for this undertaking. The SHPO staff also responded to the archaeological assessment provided in the early coordination materials stating, “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area.” See Appendix D, page 11-13 for a copy of the communication.

In an email dated July 23, 2019, the Jay County Chamber of Commerce and the Jay School Corporation were invited to become consulting parties. No response has been received from either organization thus far. See Appendix D, page 14 for a copy of the communication.

Hannah Blad, a Lochmueller Group historian who meets the Secretary of the Interior's Professional Qualification Standards, performed a site inspection of the project area on July 24, 2019. One resource

within the APE was found to have been previously determined eligible for the National Register: Portland Commercial Historic District (NR-1299). As a result of identification and evaluation efforts discussed in the Historic Property Report (HPR), three resources within the APE are recommended eligible for listing in the National Register: Dr. Foster House (IHSSI #075-521-33098), House at 834 S. Meridian Street (IHSSI #075-521-33094), and the First United Brethren Church (IHSSI #075-521-33088). Archaeological review of the project area was not required due to the undertaking occurring entirely within previously disturbed soils. See Appendix B for photographs from this field review and Appendix E, page 2 for a summary of the HPR completed for this project.

The HPR was uploaded to IN SCOPE on November 20, 2019 and an email was sent to consulting parties and the owners of the three individual properties that were recommended eligible for the National Register, notifying them of the availability of the report online on November 21, 2019. Hard copies of these materials were also mailed to the SHPO that same day. See Appendix D, page 15-16 for a copy of this communication.

In a letter dated December 18, 2019, the SHPO staff concurred with the conclusions in the HPR, noting that, “[t]he area of potential effects (“APE”) proposed in the historic property report (Blad, 11/20/2019) appears to be of appropriate size for a project of this nature.” The SHPO staff agreed with the National Register eligibility determinations made for Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church. Please see Appendix D, pages 21-23 for a copy of this communication.

No additional comments were received from consulting parties regarding the identification of historic properties.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Portland Commercial Historic District (NR-1299)

The Portland Commercial Historic District represents the commercial development that occurred in downtown Portland, the county seat, after the town received its first railroad in 1871. The district encompasses commercial structures largely around Meridian Street and is roughly six blocks on Meridian Street from Arch Street to, and including, the reconstructed Meridian Street Bridge with additional resources west of Meridian on Walnut, Main, Commerce, and Court Streets. The Portland Commercial Historic District (NR-1299) was listed in the National Register in 1996 under Criterion A (Commerce and Politics/Government) and Criterion C (Architecture) with a period of significance from 1870-1945.

Dr. Foster House (IHSSI #075-521-33098)

The Dr. Foster House is a Colonial Revival style house located at 1400 S. Meridian Street. The property was built c. 1930 by Dr. Lee E. Foster. The house is composed of a two-story rectangular main block with a one-story shed roof addition on the west elevation. The main portion of the house has a side gabled roof with cornice returns and two brick chimneys on the north and south elevations. The front pedimented porch roof with a shallow arch has fluted Tuscan columns and a brick foundation, which leads to a front door with a fanlight and four-light sidelights. There is a garage on the property that was built in the same style as the house. The Dr. Foster House retains a high amount of exterior material integrity and is a traditional residential example of the style. The Dr. Foster House is eligible for listing in the National Register under Criterion C for its architectural significance.

House at 834 S. Meridian Street (IHSSI #075-521-33094)

The house located at 834 S. Meridian Street was built c. 1899 and is a Folk Victorian style workers cottage influenced by the Queen Anne architectural style. The cottage has a cross gabled roof and the front gable on the east elevation has a lower pent roof. The wraparound front porch is stylized with turned porch posts, a jigsaw cut porch frieze with picket pattern running trim, and stylized spandrel brackets with turned drops on the porch posts. The gables are also stylized with two different sizes of fish scale shingles, the smaller shingles creates a line between the larger shingles. Window styles on the house include one-over-one double-hung, eight-light fixed, six-light fixed, and one-light fixed picture window with a stained-glass transom. The House at 834 S. Meridian Street is eligible for listing in the National Register under Criterion C for its architectural significance.

First United Brethren Church (IHSSI #075-521-33088)

The First United Brethren Church is a 1916 Classical Revival style structure located at 323 S. Meridian Street in Portland. The two-story tall church has three gables; on the north, south, and west elevations. Each of the gabled ends has a pediment with a molded metal cornice. The rear portion of the church has a flat roof with a high parapet wall. The façade is symmetrical with four smooth limestone Ionic columns. The church sits on a stone foundation with walls clad in brick veneer. Stone detailing is dispersed throughout the façade in square and rectangular shapes. A molded architrave is on the north, east, and south elevations, located above the limestone caps of the brick pilasters between the grouped windows. The First United Brethren Church is eligible for listing in the National Register under Criterion C for its architectural significance. According to Criteria Consideration A of the National Register, a religious property may be eligible if it, “derives its primary significance from architectural or artistic distinction or historical importance.” Based on the research for this property and the architectural merit of the resource, the historians believe it meets the requirements of Criterion Consideration A.

4. DESCRIBE THE UNDERTAKING’S EFFECT ON HISTORIC PROPERTIES

Portland Commercial Historic District (NR-1299) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. While located within the National Register boundary of the Portland Commercial Historic District, the proposed undertaking will not directly encroach upon non-transportation elements of the district and will remain within the public ROW of US 27/Meridian Street. The project will reconfigure the current four travel lanes within the historic district into two travel lanes. As a result, sixteen bump-outs at five intersections are expected in order to reduce the amount of distance pedestrians have to cross over the road. Additionally, minor repairs, as well as cleaning and painting, of the Meridian Street Bridge will occur within the district. The project will have “No Adverse Effect” to this resource because the proposed changes will not alter the Portland Commercial Historic District in a manner that would diminish its historic integrity. Please see Appendix A, page 4 for a map of the district, and Appendix B, pages 69-88 for photos of this location. Please see Appendix G, pages 6-9 for plan sheets corresponding to this area of the district.

Dr. Foster House (IHSSI #075-521-33098) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. The proposed undertaking will not encroach upon the recommended National Register boundary of the Dr. Foster House because all related construction will end at the edge of the recommended National Register boundary. The HMA overlay associated with Des. No. 1700811 will be visible from the recommended National Register boundary. No work associated with the two other Des. Nos. will be visible from the recommended National Register boundary of the Dr.

Foster House. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition in a manner that would diminish its historic integrity. Please see Appendix A, page 5 for a map of the Dr. Foster House and Appendix B, page 17 for a photo of this property.

House at 834 S. Meridian Street (IHSSI #075-521-33094) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. The proposed undertaking will not encroach upon the recommended National Register boundary of the house at 834 S. Meridian Street because all related construction will end at the recommended National Register boundary. The HMA overlay associated with Des. No. 1700811 will be visible from the recommended National Register boundary. No work from the two other Des. Nos. will be visible from the recommended National Register boundary of the house at 834 S. Meridian Street. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition in a manner that would diminish its historic integrity. Please see Appendix A, page 6 for a map of the house at 834 S. Meridian Street and Appendix B, page 45 for a photo of this property.

First United Brethren Church (IHSSI #075-521-33088) – No Adverse Effect

The project will have “No Adverse Effect” to this resource. The proposed undertaking will not encroach upon the recommended National Register boundary of the First United Brethren Church because all related construction will end near the recommended National Register boundary. Work from all three Des. Nos. will be visible from the recommended National Register boundary of the First United Brethren Church. No temporary or permanent ROW will be acquired from this resource. The project will have “No Adverse Effect” to this resource because the proposed changes will not affect the setting or physical characteristics of the resource from its present condition in a manner that would diminish its historic integrity. Please see Appendix A, page 7 for a map of the church and Appendix B, pages 65-66 for photos of this property.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT – INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR 800.5(a)(1) “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association.”

The undertaking involves the Meridian Street Bridge (Bridge No. 027-38-06182 C / NBI No. 007350), a designated Select Bridge and contributing element to the Portland Commercial Historic District. Per the terms of the Historic Bridges Programmatic Agreement (PA), the FHWA will satisfy its Section 106 responsibilities involving the Select Bridge through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Therefore, the effects analysis for this project only applies to the other resources located within the APE and not the bridge. The Historic Bridge Alternatives Analysis prepared for the undertaking, and provided to consulting parties for review, identified Alternative B – Rehabilitation for Continued Vehicular Use (two-lane option) Meeting the Secretary of the Interior’s Standards for Rehabilitation as the recommended preferred alternative (Appendix F). The preliminary effects letter distributed to consulting parties on April 9, 2020 included 30% design plans for the bridge. The 60% design plans for the bridge are included in Appendix H of this documentation. The next plan submittal will occur at a later date.

Portland Commercial Historic District (NR-1299)– According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply. The undertaking will alter the existing setting within the property beyond its present condition, but it will not alter the Portland Commercial Historic District in a manner that would diminish its historic integrity. The addition of new bump-outs and curbing along US 27, as well as the minor repairs, cleaning and painting of the Meridian Street Bridge, will not adversely alter the setting of the Portland Commercial Historic District. These improvements will take place within the existing ROW of US 27/Meridian Street.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.” Although alterations (lane reductions, new bump-outs, and curbing, and minor bridge repairs) will occur within the listed historic district along US 27/Meridian Street, the property will not be destroyed or damaged by this project.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.” The installation of new bump-outs and curbing, the reduction of lanes, and minor bridge repairs will alter the property along US 27/Meridian Street. However, these alterations will not diminish the integrity of the historic district.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Unusual features that contribute to the historic significance of the Portland Commercial Historic District, including the brick-paved alley between Water and Main Streets and decorative cast iron posts supporting the portico at 320 N. Meridian Street (IHSSI # 075-521-31056), will not be altered. The existing modern curbs will be replaced with new curbs and added bump-outs along US 27/Meridian Street, but these elements will not change the character of the historic district and the physical features that contribute to its historic significance in this area such that the overall integrity of the historic district will be diminished. The existing viewshed/streetscape includes modern sidewalks, signage, curb/gutter, curb ramps, pavement markings, utility poles, and lighting which were installed outside the period of significance. Changes to the number of lanes, curbs, the addition of bump-outs, and minor bridge repairs will not diminish the historic integrity of the property.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Changes in the viewshed/streetscape, such as the reduction in the number of lanes, the addition or replacement bump-outs and curb/gutter along US 27/Meridian Street will introduce visual elements within the historic district. However, these aspects of the proposed project will be very similar to the existing modern elements already present within the district and will not diminish the integrity of the significant historic features of the Portland Commercial Historic District.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not result in the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the property will not change as a result of this project.

Dr. Foster House (IHSSI #075-521-33098) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking adjacent to the property’s recommended historic boundary is limited to a mill and overlay of the existing pavement.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Although the HMA overlay will be visible from the property, it will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” As a result of the project, changes in the viewshed/streetscape, limited to the HMA overlay, will occur adjacent to the property’s recommended historic boundary. However, this change will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

House at 834 S. Meridian Street (IHSSI #075-521-33094) – According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking near the property’s recommended historic boundary is limited to a mill and overlay of the existing pavement.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Although the HMA overlay will be visible from the property, it will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” As a result of the project, changes in the viewshed/streetscape, limited to the HMA overlay, will occur within 15 feet of the property’s recommended historic boundary. However, this change will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

First United Brethren Church (IHSSI #075-521-33088) - According to 36 CFR 800.5(a)(1) the criteria of adverse effect do not apply because the undertaking will not alter the setting of the resource beyond its present condition. The construction activity of the undertaking near the property’s recommended historic boundary is limited to a mill and overlay of the existing pavement and minor repairs/cleaning of the Meridian Street Bridge over the Salamonie River.

Per 800.5(a)(2)(i), the undertaking will not result in the, “Physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)2(ii), the undertaking will cause no, “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines.”

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the, “Removal of the property from its historic location.”

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in a, “Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Although the HMA overlay, bridge repairs, and a portion of the right-sizing project in the historic district will be visible from the property, they will not change the character of the resource or the physical features that contribute to its historic significance such that the overall integrity of the property will be diminished.

Per 36 CFR 800.5(a)2(v), the undertaking will not cause the, “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” As a result of the project, changes in the viewshed/streetscape, including the HMA overlay, bridge repairs, and a portion of the right-sizing project in the historic district, will occur approximately 15 feet west of the property’s recommended historic boundary. However, these elements will be very similar to existing elements, will not be highly visible, and will not diminish the integrity of the property’s significant historic features.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the, “Neglect of a property which causes its deterioration...” The project will have no effect that will result in neglect.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the, “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership of the historic resource will not change as a result of this project.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

As noted above, early coordination was initiated on June 25, 2019. All consulting parties received the early coordination materials via email and in addition, the SHPO was mailed a hard copy of the materials. Those who agreed to be consulting parties are shown in bold below and highlighted in Appendix C, page 1-3.

- **State Historic Preservation Officer (Automatic Consulting Party)**
- Jay County Historian
- Jay County Historical Society
- **Jay County Commissioners**
- Jay County Highway Supervisor
- Mayor of Portland
- Portland Street Department
- Portland Historic Preservation Commission
- Indiana Landmarks – Eastern Regional Office
- Historic Spans Task Force
- Delaware Tribe of Indians, Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Forest County of Potawatomi
- **Miami Tribe of Oklahoma**
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians

The following is a summary of the positions of the consulting parties following the distribution of the early coordination materials and HPR (July through December 2019). These positions have been previously presented in detail above in “Section 2. Efforts to Identify Historic Properties” and the correspondence may be viewed in Appendix D, pages 9-23:

- July 9, 2019: An email from Jay County Commissioner Chad Aker expressed his dissatisfaction regarding the project, indicating, in his opinion, that the project would cause congestion within the downtown area. Mr. Aker also stated, “[y]our numbers are wrong as for the traffic deaths and incapacitating injuries in the downtown area.” He also asked to be notified of the public hearing to be held for this project.
- July 19, 2019: A letter from the Miami Tribe of Oklahoma indicates the tribe accepts consulting party status and has no objection to the project.
- July 22, 2019: A letter from the SHPO asks that the Jay County Chamber of Commerce and the Jay School Corporation be invited to become consulting parties for the undertaking. This letter also provides concurrence with the archaeological assessment as provided in the early coordination materials.

- July 23, 2019: A email was sent to the Jay County Chamber of Commerce and the Jay School Corporation inviting them to be consulting parties. No response has been received thus far from either organization.
- December 18, 2019: A letter from the SHPO concurs with the conclusions of the HPR, the APE, and the eligibility determinations for Dr. Foster House, the House at 834 S. Meridian Street, and the First United Brethren Church.

On March 19, 2020 the Historic Bridge Alternatives Analysis (HBAA) was uploaded to IN SCOPE and released for viewing the next day. In an email dated March 20, 2020, consulting parties were notified that the HBAA was available for viewing. A hard copy of the HBAA was mailed to SHPO that same day. Please see Appendix F for a copy of the HBAA and Appendix D, pages 24-29 for the emails and letter notifying consulting parties of the documents release for viewing.

On April 9, 2020, a preliminary effects letter recommending a finding of “No Adverse Effect” and 30% Bridge Plans were uploaded to IN SCOPE and an email was sent to consulting parties notifying them of the letter. A hard copy of the letter was mailed to SHPO on that same day. Please see Appendix D, pages 30-39 for a copy of these documents.

In an email dated April 9, 2020, Jay County Commissioner Chad Aker replied to the preliminary effects letter email stating that he had no concerns regarding the Meridian Street Bridge (or other historic property), but he had concerns regarding the reduction in travel lanes through downtown Portland. Mr. Aker stated that the traffic has increased downtown over the decades largely due to agricultural and trucking traffic. As a result, in his opinion, if the number of lanes are reduced the traffic downtown will become congested. Mr. Aker also mentioned that the Mayor of the City of Portland has proposed diverting traffic along county roads, but that the county roads are not designed to carry a large amount of traffic. Mr. Aker also brought up his experience at the Portland Fire Department in regard to the number of reported traffic deaths and accidents. The numbers presented in the early coordination letter, in Mr. Aker’s opinion, do not match with his experience working in Portland. He stated, “... auto accidents resulting in injury in the downtown area average less than one per year; if you would like numbers, I can get them for you.” Also, in regard to the removal of two intersection lights, Mr. Aker declared this action would make the downtown section of the project more dangerous for vehicles and pedestrians. Mr. Aker also brought up the public information meeting, specifying that the public comments from the August 13, 2019 meeting resulted in a majority of local citizens expressing their objection to the lane reductions. Mr. Aker also indicated that after speaking to the INDOT Greenfield District Office, he was told a meeting was supposed to be planned involving INDOT, the Portland Mayor, and the Indiana State Representative from this district in order to discuss local concerns about the project. No meeting has occurred, according to Mr. Aker, and he stated that it appeared the project is being pushed forward without the consideration of area residents. Please see Appendix D, pages 40-41 for a copy of this correspondence.

Although Mr. Aker’s above comments originated in response to the preliminary effects letter as a part of Section 106 consultation with consulting parties, they do not address any potential effects the undertaking may have on the historic resources within the APE. Thus, Mr. Aker’s email of April 9, 2020, has been shared with the INDOT Project Manager and Environmental Services Division staff who will take into consideration the issues raised within this correspondence as development of the project continues.

In a letter dated April 15, 2020, the SHPO staff agreed with the conclusion of the HBAA, specifically that Alternative B (Rehabilitation for Continued Vehicular Use, Meeting the Secretary of the Interior’s Standards for Rehabilitation) is appropriate for the Meridian Street Bridge. They also indicated that they had received the comment submitted by Mr. Aker on April 9, 2020. In regard to Mr. Aker’s email the SHPO staff stated, “While we encourage INDOT to give careful consideration to his concerns, we note that those

concerns pertain more directly to the project’s scope and cost, traffic management, and public safety than to effects on historic properties, which is the focus of this Section 106 review.” To see a copy of this correspondence, see Appendix D, pages 42-44.

In a letter dated May 5, 2020, the SHPO staff responded to the Preliminary Effects Letter and 30% Bridge plans. In regard to the changes within the Portland Commercial Historic District the SHPO staff stated, “[i]t strikes us that the installation of sixteen bumpouts along Meridian Street (US 27) at its intersections with five cross streets within the historic district will be a noticeable change ...” They also noted that if another consulting party thinks the narrowing of Meridian Street (US 27) will adversely impact the historic district additional consultation will be needed. Further, they stated, “... we do not object to the design of this project, as it has been described verbally and in the Stage 1 Plans for Des. Nos. 1700811 and 1800009.” As for the 30% Bridge Plans, in the same letter the SHPO only had one question regarding the plans. Specifically, the SHPO asked what the 70-degree arc on plan sheet 6 with the wording “Limits of Surface Seal (Typ.)” within the arc represented. Please see Appendix D, pages 45-47 for a copy of this correspondence.

According to the designer, the 70-degree arc is a label used to show the limits of the surface seal on the sidewalk, pedestrian rail posts, and the concrete arches of the bridge. Because it says (Typ.) that signifies that it is symmetric and will be placed on the right and left sides of the bridge.

No additional comments were received.

A public notice will be published in *The Commercial Review* newspaper seeking the views of the public regarding the effects of the proposed project on the historic elements within the APE. Comments from the public will be accepted for 30 days following the publication of the notice. If any substantive comments are received during this period, this document will be revised to include them.

Per Stipulation III of the Historic Bridges PA, the project sponsor (INDOT) will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies and that all consulting parties will be notified of the public hearing.

APPENDICES

A – Maps

B – General Photographs

C – Consulting Parties List

D – Consulting Parties Correspondence

E – Historic Property Report Summary

F – Historic Bridge Alternatives Analysis Summary

G – Stage 1 Plans

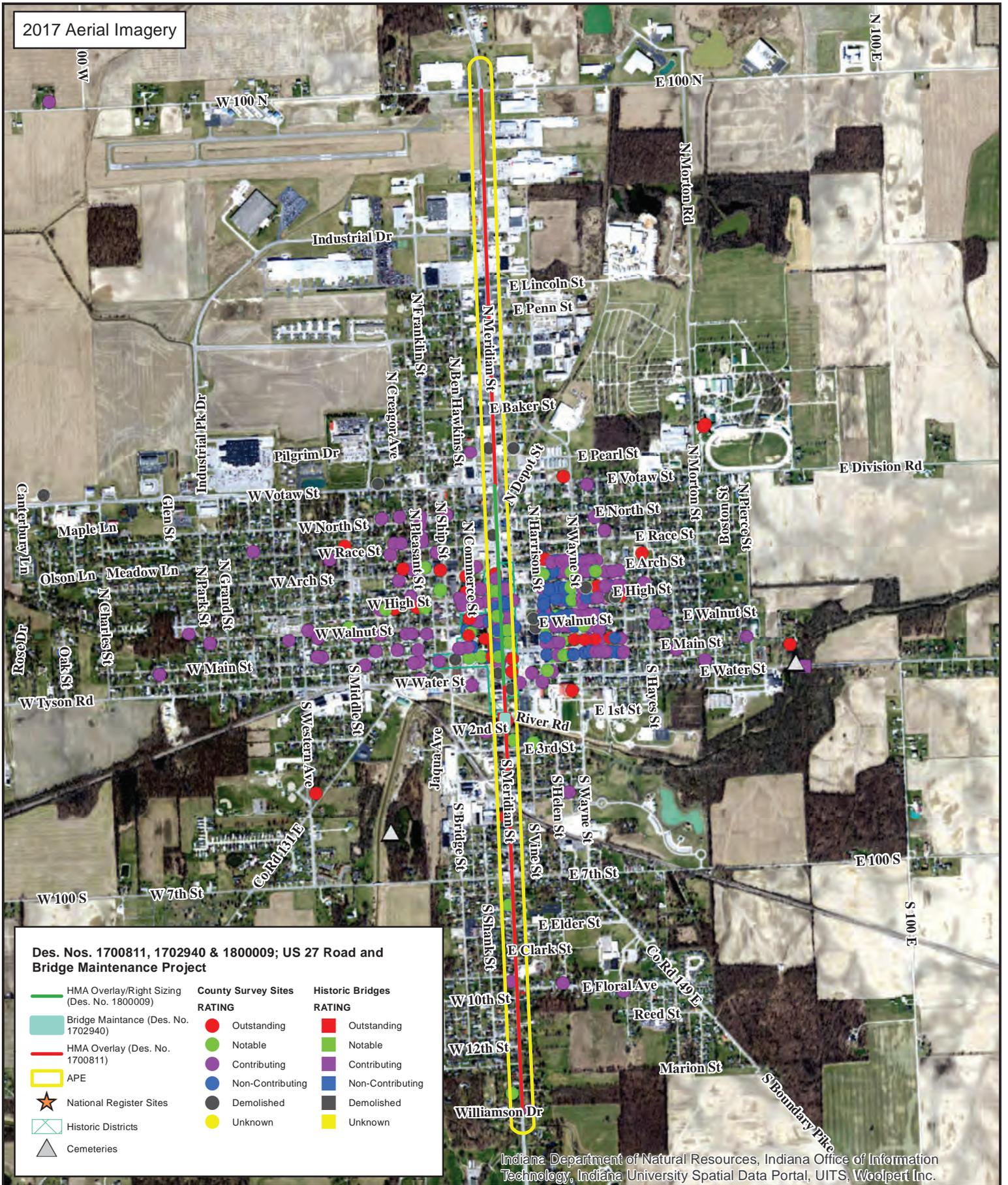
H – 60% Bridge Plans **Removed to avoid duplication; see Appendix B**

Section 106 800.11(e)

Appendix A

Maps

2017 Aerial Imagery



Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

- | | | |
|---|----------------------------|-------------------------|
| HMA Overlay/Right Sizing (Des. No. 1800009) | County Survey Sites | Historic Bridges |
| Bridge Maintenance (Des. No. 1702940) | RATING | RATING |
| HMA Overlay (Des. No. 1700811) | Outstanding | Outstanding |
| APE | Notable | Notable |
| National Register Sites | Contributing | Contributing |
| Historic Districts | Non-Contributing | Non-Contributing |
| Cemeteries | Demolished | Demolished |
| | Unknown | Unknown |

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Area of Potential Effects



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 2/3/2020

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

- | | | |
|---|----------------------------|-------------------------|
| HMA Overlay/Right Sizing (Des. No. 1800009) | County Survey Sites | Historic Bridges |
| Bridge Maintenance (Des. No. 1702940) | RATING | RATING |
| HMA Overlay (Des. No. 1700811) | Outstanding | Outstanding |
| APE | Notable | Notable |
| National Register Sites | Contributing | Contributing |
| Historic Districts | Non-Contributing | Non-Contributing |
| Cemeteries | Demolished | Demolished |
| | Unknown | Unknown |



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Portland Commercial Historic District
 NR-1299

0 125 250 500 Feet

Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 2/3/2020

2017 Aerial Imagery



075-521-33098 ●

S Meridian St
27

Williamson Dr

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

HMA Overlay (Des. No. 1700811)	County Survey Sites	Historic Bridges
APE	RATING	RATING
Recommended National Register Boundary	Outstanding	Outstanding
National Register Sites	Notable	Notable
Historic Districts	Contributing	Contributing
Cemeteries	Non-Contributing	Non-Contributing
	Demolished	Demolished
	Unknown	Unknown

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Dr. Foster House
IHSSI #075-521-33098

0 25 50 100 Feet

Location: Portland
County: Jay
Township: Wayne
State: Indiana

Date: 2/3/2020

2017 Aerial Imagery

27

075-521-33094

W Eighth St

S Meridian St

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

 HMA Overlay (Des. No. 1700811)

 APE

 Recommended National Register Boundary

 National Register Sites

 Historic Districts

 Cemeteries

County Survey Sites

RATING

-  Outstanding
-  Notable
-  Contributing
-  Non-Contributing
-  Demolished
-  Unknown

Historic Bridges

RATING

-  Outstanding
-  Notable
-  Contributing
-  Non-Contributing
-  Demolished
-  Unknown

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Phone: (317) 222-3880
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House at 834 S. Meridian Street
IHSSI #075-521-33094

 Feet
0 12.5 25 50

Location: Portland
County: Jay
Township: Wayne
State: Indiana



Date: 2/3/2020



Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

Bridge Maintenance (Des. No. 1702940)	County Survey Sites	Historic Bridges
HMA Overlay (Des. No. 1700811)	RATING	RATING
Recommended National Register Boundary	Outstanding	Outstanding
APE	Notable	Notable
National Register Sites	Contributing	Contributing
Historic Districts	Non-Contributing	Non-Contributing
Cemeteries	Demolished	Demolished
	Unknown	Unknown

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First United Brethren Church
 IHSSI #075-521-33088

0 25 50 100 Feet

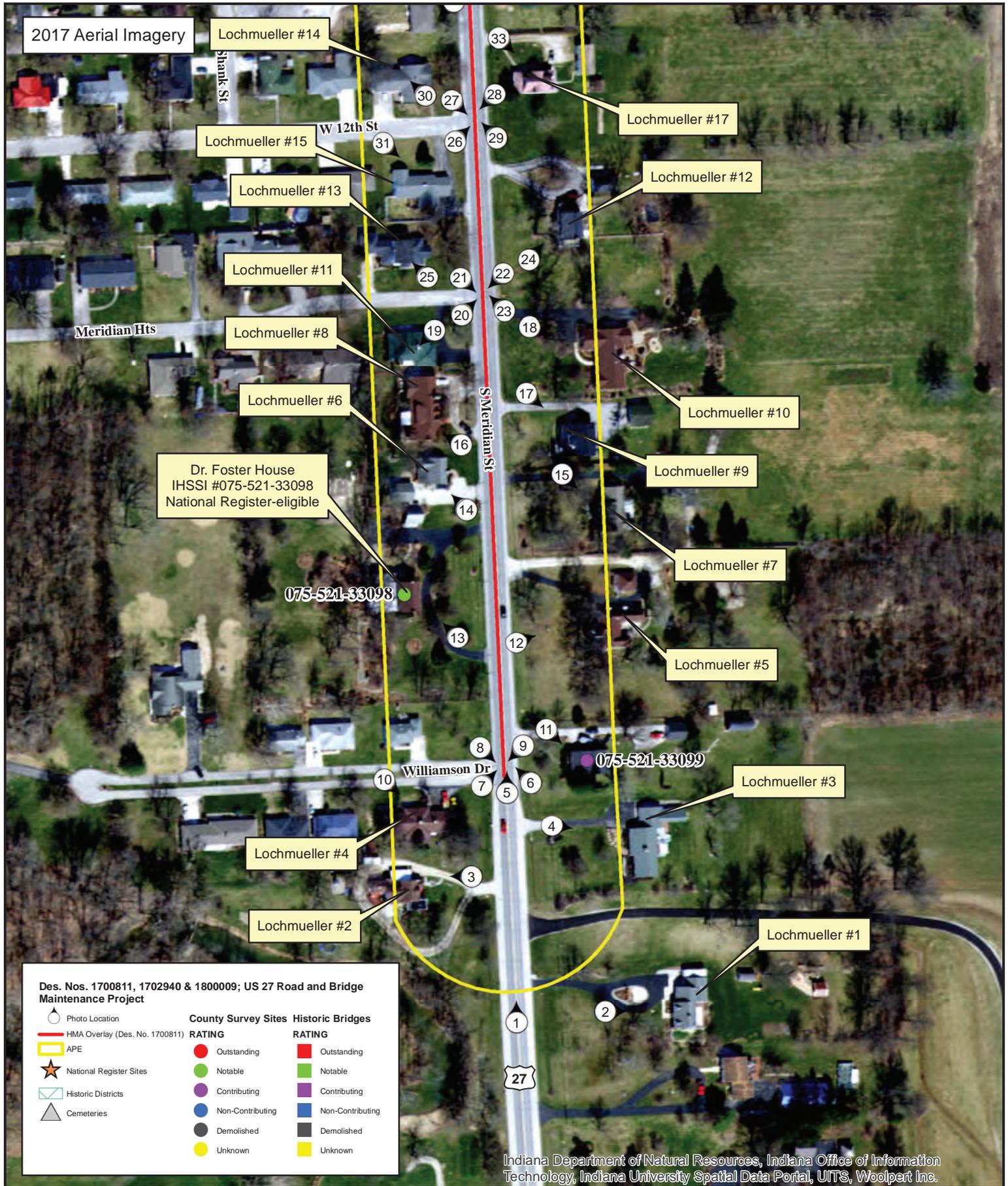
Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana

Date: 2/3/2020

Section 106 800.11(e)

Appendix B

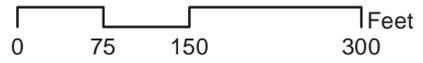
General Photographs



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Photo Location Map 1



Location: Portland
County: Jay
Township: Wayne
State: Indiana



Date: 10/23/2019

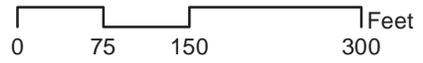


Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

Photo Location	County Survey Sites	Historic Bridges
HMA Overlay (Des. No. 1700811)	RATING	RATING
APE	Outstanding	Outstanding
National Register Sites	Notable	Notable
Historic Districts	Contributing	Contributing
Cemeteries	Non-Contributing	Non-Contributing
	Demolished	Demolished
	Unknown	Unknown

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Photo Location Map 2



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 10/23/2019



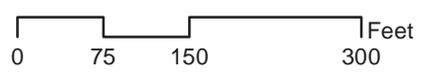
2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

<ul style="list-style-type: none"> Photo Location Bridge Maintenance (Des. No. 1702940) HMA Overlay (Des. No. 1700811) National Register Sites Historic Districts Cemeteries 	<p>County Survey Sites</p> <table border="0"> <tr> <th>RATING</th> <th>Color</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table>	RATING	Color	Outstanding		Notable		Contributing		Non-Contributing		Demolished		Unknown		<p>Historic Bridges</p> <table border="0"> <tr> <th>RATING</th> <th>Color</th> </tr> <tr> <td>Outstanding</td> <td></td> </tr> <tr> <td>Notable</td> <td></td> </tr> <tr> <td>Contributing</td> <td></td> </tr> <tr> <td>Non-Contributing</td> <td></td> </tr> <tr> <td>Demolished</td> <td></td> </tr> <tr> <td>Unknown</td> <td></td> </tr> </table>	RATING	Color	Outstanding		Notable		Contributing		Non-Contributing		Demolished		Unknown	
RATING	Color																													
Outstanding																														
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RATING	Color																													
Outstanding																														
Notable																														
Contributing																														
Non-Contributing																														
Demolished																														
Unknown																														

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Photo Location Map 4



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 10/23/2019



2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

○ Photo Location	County Survey Sites	Historic Bridges
▭ Bridge Maintenance (Des. No. 1702940)	RATING	RATING
▬ HMA Overlay (Des. No. 1700811)	● Outstanding	■ Outstanding
★ National Register Sites	● Notable	■ Notable
▭ Historic Districts	● Contributing	■ Contributing
△ Cemeteries	● Non-Contributing	■ Non-Contributing
	● Demolished	■ Demolished
	● Unknown	■ Unknown

W 2nd St

075-521-33087

Lochmueller #42

Lochmueller #41

Lochmueller #39

W 3rd St

Lochmueller #37

075-521-33088

First United Brethren Church
IHSSI #075-521-33088
National Register-eligible

Lochmueller #40

Lochmueller #38

Fleming Ave

Lochmueller #36

Lochmueller #35

W Union St

Lochmueller #34

E Union St

Elias Shewalter House
IHSSI #075-521-33091

075-521-33091

Lochmueller #33

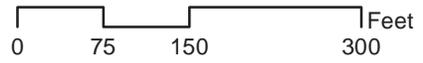
W Fifth St

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Photo Location Map 4



Location: Portland
County: Jay
Township: Wayne
State: Indiana



Date: 10/23/2019

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

<ul style="list-style-type: none"> Photo Location HMA Overlay/Right Sizing (Des. No. 1800009) Bridge Maintenance (Des. No. 1702940) HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries 	<p>County Survey Sites</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown 	<p>Historic Bridges</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown
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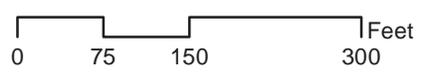


Lochmueller #43

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Photo Location Map 5



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



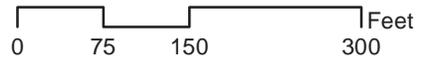
Date: 10/23/2019



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Photo Location Map 6



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 10/23/2019

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

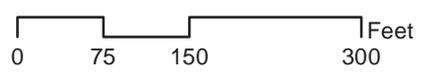
	Photo Location		HMA Overlay/Right Sizing (Des. No. 1800009)		HMA Overlay (Des. No. 1700811)		APE		National Register Sites		Historic Districts		Cemeteries
				County Survey Sites		Historic Bridges							
				RATING		RATING							
					Outstanding		Outstanding						
					Notable		Notable						
					Contributing		Contributing						
					Non-Contributing		Non-Contributing						
					Demolished		Demolished						
					Unknown		Unknown						



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Photo Location Map 7



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana

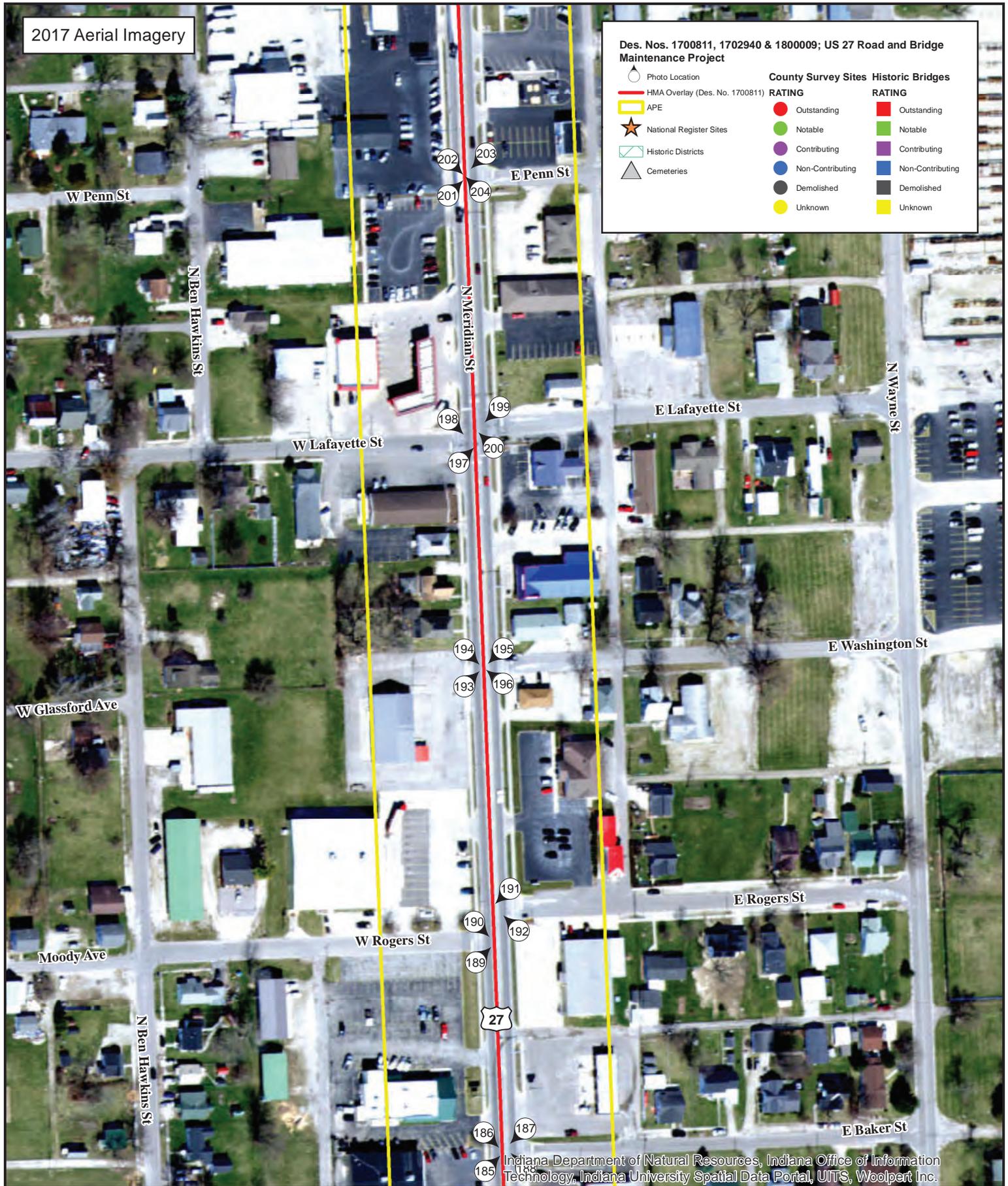


Date: 10/23/2019

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

<ul style="list-style-type: none"> Photo Location HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries 	<p>County Survey Sites</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown 	<p>Historic Bridges</p> <p>RATING</p> <ul style="list-style-type: none"> Outstanding Notable Contributing Non-Contributing Demolished Unknown
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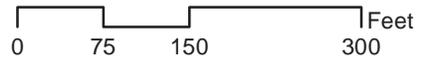


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Photo Location Map 8



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 8/16/2019

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

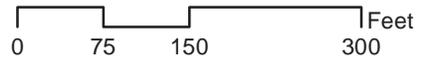
Photo Location	County Survey Sites	Historic Bridges
HMA Overlay (Des. No. 1700811)	RATING	RATING
APE	Outstanding	Outstanding
National Register Sites	Notable	Notable
Historic Districts	Contributing	Contributing
Cemeteries	Non-Contributing	Non-Contributing
	Demolished	Demolished
	Unknown	Unknown



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Photo Location Map 9



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana

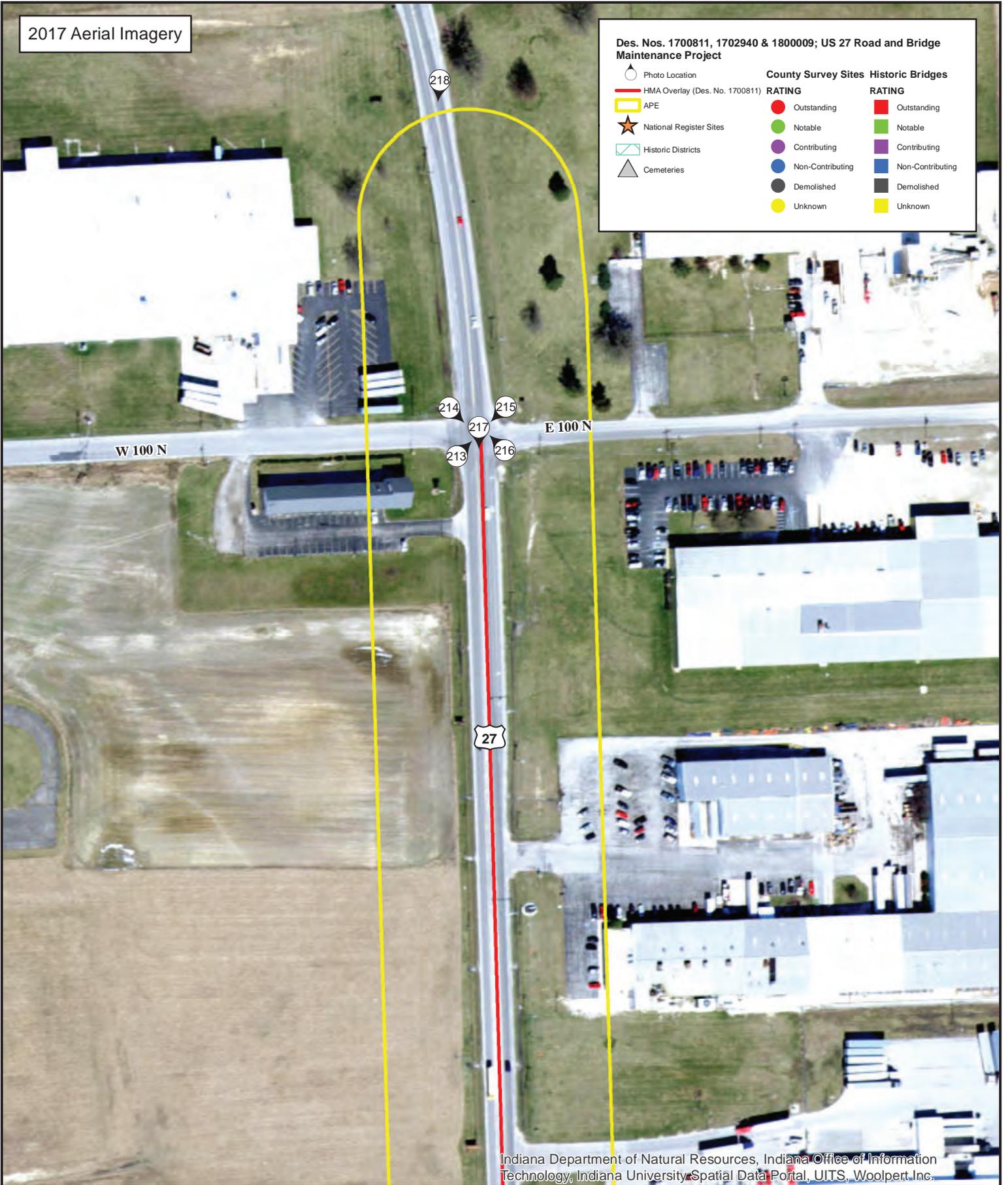


Date: 8/16/2019

2017 Aerial Imagery

Des. Nos. 1700811, 1702940 & 1800009; US 27 Road and Bridge Maintenance Project

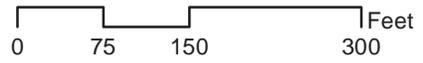
<ul style="list-style-type: none"> Photo Location HMA Overlay (Des. No. 1700811) APE National Register Sites Historic Districts Cemeteries 	<p>County Survey Sites</p> <table border="0"> <tr> <th>RATING</th> <td> Outstanding</td> <td> Notable</td> <td> Contributing</td> <td> Non-Contributing</td> <td> Demolished</td> <td> Unknown</td> </tr> </table>	RATING	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown	<p>Historic Bridges</p> <table border="0"> <tr> <th>RATING</th> <td> Outstanding</td> <td> Notable</td> <td> Contributing</td> <td> Non-Contributing</td> <td> Demolished</td> <td> Unknown</td> </tr> </table>	RATING	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown
RATING	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown										
RATING	Outstanding	Notable	Contributing	Non-Contributing	Demolished	Unknown										



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Photo Location Map 10



Location: Portland
 County: Jay
 Township: Wayne
 State: Indiana



Date: 8/16/2019



1. Looking N at the S end of the APE on US 27 (Meridian Street)



2. Looking E at Lochmueller #1, Contributing, 1351 S. Meridian Street



3. Looking W at Lochmueller #2, Contributing, 1348 S. Meridian Street



4. Looking ESE at Lochmueller #3, Contributing, 1347 S. Meridian Street



5. Looking N at the S end of the project limits on US 27 (Meridian Street)



6. Looking NW at the intersection of US 27 (Meridian Street) and Williamson Drive



7. Looking NE at the intersection of US 27 (Meridian Street) and Williamson Drive



8. Looking SE at the intersection of US 27 (Meridian Street) and Williamson Drive



9. Looking SW at the intersection of US 27 (Meridian Street) and Williamson Drive



10. Looking SE at Lochmueller #4, Contributing, 101 Williamson Drive