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

Road	No./County:	County Road (CR) 1000 East over	Road (CR) 1000 East over Eagle Creek/Boone County				
Desig	nation Number(s):	2101727					
of the brid			f State Road (SR) 32. Work begins 428 feet south 7 feet north of the bridge center, for a length of 675				
X	Categorical Exclusion	, Level 2 – Required Signatories: I	Level 2 - Required Signatories: INDOT DE and/or INDOT ESD				
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD						
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA						
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA						
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority						
Approv							
	INDOT	DE Signature and Date	INDOT ESD Signature and Date				
		/A Signature and Date					
Releas	se for Public Involvem	NI/A	ADWP October 17, 2024				
		INDOT DE Initials	and Date INDOT ESD Initials and Date				
Certific	cation of Public Invol	vement					
		IND	OT Consultant Services Signature and Date				
INDOT D	DE/ESD Reviewer Signature	e and Date:					

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

Name and Organization of CE/EA Preparer:

Courtney Haverbusch, USI Consultants, Inc.

County	Boone	Route	CR 1000 E		Des. No	. 2101727
		<u>Part I – Publ</u>	ic Involvement			
		evel of public involvement, pr vel of public involvement sl				
If No, t		oric bridge processed under the control of the cont	the Historic Bridges PA*?	Yes	No X	
*A public hearin FHWA, SHPO, a		storic bridges processed und	er the Historic Bridges Prog	grammatic A	Agreement be	etween INDOT,
Meetings, speci Notice of Entry about the projethe Notice of E The project w Development of comments and	al purpose meetings, reletters were mailed to ect and that individual entry letter is included ill meet the minimum Public Involvement Plator request a public h	vities (legal notices, letters to newspaper articles, etc.) have o potentially affected propert ls responsible for land surve in Appendix G, page 1. requirements described in recedures Manual which requirements. Therefore, a legal not. This document will be revise.	re occurred for this project. y owners near the project a eying and field activities ma the current Indiana Depart uires the project sponsor to otice will appear in a local p	rea on Nov y be seen tment of Tr offer the poublication of	ember 2, 202 in the area. A ransportation ublic an opponentingent up	22, notifying them A sample copy of (INDOT) Project ortunity to submit on the release of
Discuss public o minimize impac	controversy concernin ts.	vironmental Ground g community and/or natural r	resource impacts, including		_	ng the project to
At this time, th	ere is no substantiai p	oublic controversy concerning	impacts to the community	or to natura	ar resources.	
Part II	- General Pro	<u>oject Identificatio</u>	n, Description, a	nd Des	<u>ign Info</u>	<u>rmation</u>
Sponsor of the	Project:	Boone County		INDO	OT District:	Crawfordsville
Local Name of	the Facility:	CR 1000 East over Eagle	Creek			
Fundin	g Source (<i>mark all th</i> a	at apply): Federal	State Local	X Oth	er*	
*If othe	er is selected, please i	dentify the funding source:	N/A			
PURPOSE A	ND NEED:					
the goal or object Need: The need:	ctive of the project. The project of	transportation problem or define solution to the traffic problem stems from the deteriorated over Eagle Creek. Condition condition following FHWA givel of deterioration. A structuraber 28, 2022, bridge inspection (6 out of 9) or good (7 out of age between beams due to advanced deterioration (Approximately exhibits up to 6 inch deep channel/channel protection the scour is fair (5 out of 9) verified to the scou	lem should NOT be discussification of the existing ratings are used in structuidelines. Conditions rating re that has any component bection report indicates to 9) condition, exhibiting mirminor spalls in beams and bendix I, Pages 7-14). The rabrasions, with cracking a sign satisfactory condition	sed in this s structure ure inspecti s are ranke with a ratir he bridge nor deteriors some weep north abutm and spalls (6 out of 9	ection. (Structure Non reports to don a scale of 4 or believe, wearing the control of the sent exhibits of the sent exhibits of exhibiting s	o. 06-00061/NBI or assess whether from 0 to 9, with low is considered ing surface and g minor cracks in substructure is in up to 5-inch deep southwest corner
	a 2 of 22 Project n		a No. 61 Panlacement Proj			ur 16, 2024

County	Boone	Do.	uto	CR 1000 E		Dos No	2101727	
County	Boone	R0	oute	CK 1000 E		Des. No.	2101727	
		e project is to address to condition ratings of the					o. 06-00061/NBI	
,	, , , , , , , , , , , , , , , , , , ,	<u> </u>		(
PROJECT	T DESCRIPTION	N (PREFERRED ALT	ERNATIVE):					
County:	Boone		Municipality:	N/A				
Limits of Pi	roposed Work:	CR 1000 East, begin	ning 428 ft sout	h of the bridge center	and ending	247 ft north of th	ne bridge center	
Total Work	Length:	0.128 Mile(s)		Total Work Area:	1.23	Acre(s)		
If you	es, when did the F ceptability?	es Document (IAD) ¹ required; HWA provide a Determined; a copy of the appropriate IAD.	nination of Engi			Yes¹ Date: FHWA with a rec	No X quest for	
current defic impacts, and The Boone Departmen	ciencies, roadway Industrian how the project we County Highway It of Transportation	cluding township, range description, surrounding will meet the Purpose a Department with fundin (INDOT) intend to pro ich carries CR 1000 E o	g features, etc. and Need. Logic og from the Fed oceed with the re	Preferred alternative al termini and indeper eral Highway Adminis eplacement of the Bo	should includ Indent utility a Stration (FHV	de the scope of tales of the scope of the sc	work, anticipated sed. It by the Indiana	
Township Quadrangle	19N; Range 2E; e. The project will	e eastern portion of B in Union Township, In be approximately 0.12 enter. Refer to Append	diana as depid 8 mile in length	ted in the Rosston n, beginning 428 feet	7.5-Minute L south of the	J.S. Geological	Survey (USGS)	
travel lane	n of CR 1000 E is s, one in each di	classified as a two-lang rection, with 2.2-foot s s per hour (mph) within	houlders. The	roadway consists of				
in 1925 and width and deficiencies the existing	The existing bridge is a single-span, pre-stressed concrete box beam bridge that is 74 feet in length. The bridge was originally built in 1925 and was reconstructed in 1965, and carries CR 1000 E over Eagle Creek. The existing structure has a 24.2-foot curb-to curb width and a 24.3-foot out-to-out width, with two 10-foot travel lanes, one in each direction, with 2.2-foot shoulders. Existing deficiencies include a low bridge rail; cracks present on the wearing surface; leakage between beams and minor spalls in beams of the existing superstructure; up to 6-inch deep abrasions as well as cracks and spalls in the abutments; and minor bank erosion observed upstream and downstream of the bridge along Eagle Creek.							
	g 48-inch wide reinest quadrant of the	nforced concrete pipe (e bridge .	RCP) (Structur	e No. 12 on the plan	s) is located	beneath the gr	avel driveway in	
lands in th		r flat and surrounding la hwest, southeast, and drant.						
The prefers structure wallowing fo 3/8-inch withe bridge	vith a new length r a 28-foot and 3/- de shoulders. The approaches, app	olves replacement of the of 120 feet. The prop 4-inch clear roadway with proposed project also roach roadway work, the driveway in the north	osed structure idth, providing tincludes the plane replacement	would have an out- wo 10-foot travel land acement of Class 1 rip of guardrail, and the	to-out coping es (one in ea orap for eros e replaceme	g width of 28-fe ch direction) and ion control, the r nt of a 35 ft lor	et and 6-inches d two 4-foot and econstruction of ag, 48" diameter	

This is page 3 of 22 Project name:

		ma	iana Departn	nent of Transport	tation		
County	Boone		Route	CR 1000 E		Des. No.	2101727
concrete lined roa	adside ditch th	nat connects l	JNT2 to Eagle Cre	eek to Eagle Creek.			
forested, and ma existing roadway	iintained lawn /. Permanent ne project. Te	Approximate and tempora in the contract of the	ly 0.2 acre of tree ary impacts to Ea ing is anticipated	(ROW) and 0.03 acre of removal is anticipated agle Creek, UNT1 to I for the project. No pe	for the project, all Eagle Creek, and	located within UNT2 to Eag	10 feet of the gle Creek are
	miles and 5 m	ninutes of add		h a detour, utilizing US a endix B, Page 10). For			
				dge deck, superstructung of the			
center for a total the project provide	will extend a length of app de a logical b able to be c	approximately roximately 675 eginning and onstructed with	feet (0.128 mile) end point to com	the structure center an to allow for the bridge in plete the necessary imple ne completion of any o	replacement and a provements. The p	pproach work. project is indep	The termini of endent of any
OTHER ALTER	RNATIVES C	CONSIDERE	D:				
				Iternatives, including the			
Bridge Rehabilit The bridge rehabilitation wo	Bridge Rehabilitation The bridge rehabilitation alternative would consist of replacing the existing box beam superstructure and rehabilitating the end bents. This alternative would address the deterioration of the end bents and extend the structure service life by 30-40 years. The rehabilitation would meet the purpose and need of the project, however, the existing bridge is hydraulically oversized and rehabilitation would not improve the hydraulic performance of the structure. Therefore, the alternative was dismissed from further consideration.						
continue. This all	/No Build alte ternative wou	ld result in no	immediate cost of	ng structure in as-is co or environmental impact kisting structure. Therefo	ts. This alternative	would not mee	et the purpose
The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply): It would not correct existing capacity deficiencies; It would not correct existing safety hazards; It would not correct the existing roadway geometric deficiencies; It would not correct existing deteriorated conditions and maintenance problems; or It would result in serious impacts to the motoring public and general welfare of the economy. Other (Describe):							
ROADWAY CH	IARACTER:						
f the proposed ac	tion includes r	multiple roadw	ays, complete and	d duplicate for each road	dway.		
Name of Roadwa Functional Classi Current ADT: Design Hour Volu Designed Speed	ification: ume (DHV):	CR 1000 E Local Road 300 73 40	VPD (2023) Truck Percentage Legal Speed (mp		_728 V	/PD (2047)	

Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

This is page 4 of 22 Project name:

County	Boone		Route		CR 1000 E		<u> </u>	Des. No.	2101727
Nui	mber of Lanes:		Existing 2		Pro	pposed 2			
	e of Lanes:		HMA		ŀ	HMA			
	vement Width:		10 ft.		10 ft.				
Sho	oulder Width:		2.2 ft.		4 ft.				
Me	dian Width:		V/A ft.		N/A ft.				
Sid	ewalk Width:		V/A ft.		N/A ft.				
				_					
Set	ting:	Urb	an	Sı	uburban	Х	Rural		
Top	ography:	X Lev	el	R	olling		Hilly		
•	0 1 7				J				
BBIDGES	S AND/OR SMAL	I STDIIC	TIIDE/Q\.						
	sed action includes					dge and/or	small str	ucture. Includ	le both
existing and	proposed bridge(s)) and/or sm	all structure(s) in th	is section	•				
Structure/N	IBI Number(s):	06-00061/	0600044		Sufficiency R	lating:			ection Report)
							(Ratino	g, Source of Ir	nformation)
			Existing		Proposed				
Bridge/Stru	ıcture Type:	Single-s	pan Prestressed	Thre	e-Span Cast-In-	-Place			
_		Concr	ete Box Beam	Rein	forced Concrete	e Slab			
Number of	Spans:		1		3				
Weight Res		N/A	N/A	N/A	Ton				
Height Res		N/A	N/A	N/A	ft.				
Curb to Cu		24.2	N/A	28	ft.				
	Outside Width:	24.3	N/A	28.5	ft.				
Shoulder V		2.2	N/A	4	ft.				
Silouldel V	vidir.	2.2	IN/A		11.				
Describe im	pacts and work invo	olvina brida	a(s) culvert(s) nine	o(c) and c	emall etructura/	e) Provide	dotaile f	or emall etruci	furo(c):
	mber, type, size (lei								
	table exceeds a co								
	t involves the replace								
	span prestressed o								
	existing structure h								
	lers. The proposed								
	of 28 feet and a 28								
	oi zo ieet and a zo	5.5-100t out-	to-out width, with tv	vo 10-100	i ilavel lalles al	10 two 4-10	ot Silouid	iers (Appendi	х b, pages 11-
14).									
Λ 35-foot	48-inch-wide, Type	3 Pine (Str	ucture No. 12 on th	na nlanc)	located beneat	n the arave	al drivows	v in the north	west guadrant
	ge will be replaced i								
necessary		iii kiiiu aiiu	two pipe end section	JIIS WIII DE	added. The le	piacement	or the sti	ucture will be	illilited to offig
necessary	WUIK.								
No other hi	ridges or small struc	cturas ara la	ncated within the nr	niect area	1				
140 Other bi	riages of sittali struc	ctures are it	boated within the pr	oject area					
MAINTEN	IANCE OF TRAF	FIC (MOT) DURING CONS	TRUCTI	ON:				
<u> </u>									
								Yes	No
lo o	temporary bridge	nronocodo						163	
	temporary roadwa		2					 	X
				a rama al	ocura? (dagarih	e holow)		V	
	I the project involve					e neiow)		X	
	Provisions will be m							X	
	Provisions will be m							X	
	Provisions will be m	nade to acc	ommodate any loca	u special	events or testiva	ais.		X	

This is page 5 of 22 Project name:

Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

		Indiana Depai	rtment of Transpor	rtation				
Count	ty Boone	Route	CR 1000 E		Des. No.	2101727		
tempora	Is there substantial co Will the project require Provisions will be n s closures, detours, and ary measures should be	T substantially change the en ntroversy associated with the e a sidewalk, curb ramp, and/on nade for access by pedestrian for facilities (if any) that will be quantified to the extent possible destrian/bicycle closures. Any	proposed method for MO or bicycle lane closure? (do not and/or bicyclist and so per provided for maintenance lible, particularly with respective.	T? escribe below) posted (describe below e of traffic. Any known ect to properties such a	impacts from as Section 4(f)	resources		
detour Access Farm, The cl	The MOT for the project will require a full closure of CR 1000 East and the use of a detour for up to 15 months for construction. The detour route will utilize US 421, SR 32, and CR 100 N. The detour will result in approximately 3 miles (5 minutes) of additional travel. Access to all adjacent properties will be maintained throughout construction, including the private horse farm business, Rebel Heart Farm, located in the southeast quadrant of the bridge. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.							
ESTIN	MATER BROJECT C	OST AND SCHEDULE:						
LOTIN	WATED PROJECT C	OST AND SCHEDULE.						
Engine	eering: \$ <u>336,850</u>	(2023) Right-of-Way:	\$ <u>90,000 (2025)</u>	Construction: \$ 3,0	043,350 (202	26 & 2027)		
Anticip	pated Start Date of Cons	struction: Fall of 2026		-				
	T OF WAY:							
RIGH								
RIGH				mount (paras)				
RIGH		Land Use Impacts	Permane	Amount (acres) nt Temporary				
RIGH	Residential	Land Use Impacts	Permane 0.13					
RIGH	Commercial	Land Use Impacts	Permane 0.13 N/A	nt Temporary 0.03 N/A				
RIGH	Commercial Agricultural	Land Use Impacts	Permane 0.13 N/A N/A	nt Temporary 0.03 N/A N/A				
RIGH	Commercial	Land Use Impacts	Permane 0.13 N/A	nt Temporary 0.03 N/A				

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

TOTAL

0.75

0.03

The existing right-of-way (ROW) throughout the project area is approximately the edge of pavement of CR 1000 East at the bridge location (Appendix B, pages 7-15). Surrounding land use consists of agricultural fields, forested lands, and residential properties. The project requires approximately 0.75 acre of permanent ROW with 0.13 acre from residential property, 0.24 acre from grassed areas and 0.38 acre of forested lands in all quadrants. The new ROW will extend a minimum of 10 feet and a maximum of 60 feet east and west from the CR 1000 East edge of pavement. Temporary ROW is required in the amount of 0.03 acre from the driveways in the northwest and southeast quadrants of the project area (Appendix B, pages 7-15).

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.

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			=	

County	, Boone	Route	CR 1000 E	Des. No.	2101727

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on May 24, 2023, and August 28, 2023 (Appendix C, Pages 1-2).

Agency	Date Sent / Accessed	Response Date	Appendix
Indiana Geological & Water Survey (IGWS)	May 24, 2023	May 24, 2023	C3
INDOT Office of Aviation	May 24, 2023	May 30, 2023	C4
Indiana Department of Natural Resources (IDNR)	May 24, 2023	June 22, 2023	C5-C7
US. Fish & Wildlife Services (USFWS)	August 28, 2023	October 18, 2023	C8-C9
National Resources Conservation Service (NRCS)	May 24, 2023	July 18, 2024	C10-C11
Indiana Department of Environmental Management (IDEM) Groundwater Section	September 20, 2024	September 26, 2024	C12
Speedway Waterworks (Source Water Area)	September 26, 2024	September 30, 2024	C13
Pine Ridge (Wellhead Protection Area)	September 26, 2024	October 1, 2024	C14-C15
Wetlands and Stormwater Programs IDEM	May 24, 2023	N/A	N/A
United States Department of Housing and Urban Development	May 24, 2023	N/A	N/A
U.S. Army Corps of Engineers (USACE)	May 24, 2023	N/A	N/A
INDOT Crawfordsville District	May 24, 2023	N/A	N/A
Indianapolis Metropolitan Planning Organization (IMPO)	May 24, 2023	N/A	N/A
Federal Highway Administration (FHWA)	May 24, 2023	N/A	N/A
Boone County Commissioners	May 24, 2023	N/A	N/A
Boone County Surveyor	May 24, 2023	N/A	N/A
Boone County Council	May 24, 2023	N/A	N/A
Boone County Emergency Management	May 24, 2023	N/A	N/A
Boone County Sheriff's Department	May 24, 2023	N/A	N/A
Zionsville Community Schools	May 24, 2023	N/A	N/A
Zionsville Floodplain Administrator	May 24, 2023	N/A	N/A

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

SECTION B – ECOLOGICAL RESOURCES:	
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	<u>Presence</u>	Impa	acts
	·	Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	Х	Х	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			
stream(s) in project area: 794 Linear feet Total impac	ted stream(s):	285	Linear 1

This is page 7 of 22 Project name: Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

County	Boone	Route	CR 1000 E	Des. No.	2101727
-					

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Eagle Creek	Perennial	295	39	Likely Water of the U.S., flowing from northeast to southwest
UNT1 to Eagle Creek	Ephemeral	206	206	Likely Water of the U.S., flowing from north to south
UNT2 to Eagle Creek	Ephemeral	293	40	Likely Water of the U.S., flowing from north to south

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

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, Pages 1-10) there are twelve streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are two streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area. That number was updated to three by the site visit on June 1, 2023, by USI Consultants, Inc.

There are no Federal, Wild and Scenic Rivers; State Natural, Scenic and Recreation Rivers; Outstanding Rivers for Indiana; or Nationwide Rivers Inventory waterways present within or adjacent to the project area.

Six (6) 303d Listed Stream segments are located within the 0.5 mile search radius. Two listed streams, associated with Eagle Creek and UNT2 to Eagle Creek identified by the waters report, are located within the project area. Both Eagle Creek and UNT2 to Eagle Creek are listed as impaired for E. coli, PCBs, and IBC. Concerning Impaired Biotic Communities (IBC), Best Management Practices (BMPs) will be used to avoid further degradation to the streams. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. A coordination email was sent to INDOT SAM on August 15, 2024, and on August 16, 2024, INDOT SAM replied confirming that a Phase II Limited Subsurface Investigation (LSI) is recommended on the sediment and water for the project (Appendix E, Pages 11-12). A Phase II LSI will be conducted and once complete, the results will be provided to INDOT SAM. Any recommendations provided in INDOT SAM's response to the Phase II LSI results will be incorporated as firm commitments in the commitments database prior to ECF submittal. These are included as firm commitments in the *Environmental Commitments* section of this document.

A Waters of the U.S. Determination / Wetland Delineation Report was completed for the project on December 11, 2023. Please refer to Appendix F, pages 1-30, for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that three streams, Eagle Creek, UNT1 to Eagle Creek, and UNT2 to Eagle Creek, are located within the project area. Eagle Creek is considered of average quality as demonstrated by perennial flow regime, presence of biota in the stream, and sand and cobble as the substrate in this reach of the stream. The West Fork of White River is considered a traditionally navigable waterway (TNW) downstream of the project area, within Indianapolis, and therefore, Eagle Creek is considered a relatively permanent tributary to a downstream TNW and would be subject to jurisdiction of the U.S. Army Corps of Engineers (USACE). UNT1 to Eagle Creek and UNT2 to Eagle Creek were determined to be ephemeral streams of poor quality. UNT1 to Eagle Creek and UNT2 to Eagle Creek are also anticipated to fall under the jurisdiction of USACE. The USACE makes all final determinations regarding jurisdiction.

One perennial stream, Eagle Creek, is located within the project area and exhibits an ordinary high water mark (OHWM) width of 32.25 feet and depth of 1.0 foot. Approximately 39 linear feet (0.003 acre) of permanent impacts below the OHWM are anticipated due to pier construction (Appendix B, pages 11-14). The use of temporary water diversion, including temporary cofferdams for dewatering, will be required to dewater around the piers and will result in approximately 87 linear feet (0.030 acre) of temporary impacts. Best management practices (BMPs) will be used to minimize disturbance and impacts to Eagle Creek which include check dams for dewatering activities, temporary outlet protections, and filter socks (Appendix B, pages 11-14).

UNT1 to Eagle Creek lies within the project area in the northeast quadrant and flows south into Eagle Creek. UNT1 to Eagle Creek has an OHWM of 2.25 ft wide by 0.25 feet deep. UNT1 to Eagle Creek will be relocated to allow for sideslope grading along CR 1000 E. A total of 206 linear feet (0.011 acre) of permanent impacts to UNT1 to Eagle Creek will be relocated (Appendix B, pages 11-14). Approximately 12 linear feet (0.0006 acre) of temporary impacts to UNT1 to Eagle Creek are anticipated for the placement of temporary check dams during construction.

UNT2 to Eagle Creek lies within the project area in the northwest quadrant and flows south to the culvert (Structure No. 12 in the

This is page 8 of 22	Project name:	Boone Co. Bridge No. 61 Replacement Project	Date:	October 16, 2024	

County	Boone	Ro	ute	CR 1000 E	Des. No.	2101727		
Creek. UNT2 to Ediameter pipe wit B, pages 11-14). placement of a te	plans) under the private drive where the small culvert outlets to a concrete lined roadside ditch. That roadside ditch outlets to Eagle Creek. UNT2 to Eagle Creek has an OHWM of 2.25 ft wide by 0.25 feet deep. Structure No. 12 will be replaced in kind (35' long, 48" diameter pipe with 2 pipe end sections) which will result in approximately 40 linear feet (0.008 acre) of permanent impacts (Appendix B, pages 11-14). Approximately 3 linear feet (0.0006 acre) of temporary impacts to UNT2 to Eagle Creek are anticipated for the placement of a temporary check dam during construction. Based on the anticipated impacts to Eagle Creek, UNT1 to Eagle Creek, and UNT2 to Eagle Creek below the OHWM, it is							
are anticipated to be determined du	inticipated that a USACE Section 404 permit and an IDEM Section 401 Water Quality Certification (WQC) will be required. Impacts are anticipated to be less than 300 linear feet and therefore mitigation is not anticipated to be required. Mitigation requirements will be determined during permitting. Avoidance and minimization measures will be taken to minimize impacts to Eagle Creek while still neeting the purpose and need of the project.							
including avoiding from the immedia waterway (Appe recommendations temporary erosio	The IDNR-DFW responded to the early coordination letter on June 22, 2023, with recommendations regarding work in the waterway, including avoiding work in the waterway between April 1 and June 30, minimizing the movement of resuspended bottom sediment from the immediate project area, installing riprap in the stream, and installing erosion control to prevent sediment from entering the waterway (Appendix C, Pages 5-7). The USFWS responded to the early coordination letter on October 18, 2023, with recommendations regarding work in the waterway, including structure recommendations, minimizing riprap, and implementing emporary erosion and sediment control measures (Appendix C, Pages 8-9). All applicable recommendations are included in the Environmental Commitments section of this CE document.							
				Presence	Impacts			
-	ter Feature(s)			Yes	No No			
Reserv Lakes	/OITS							
Farm F	Ponds							
	ion/Detention Bas							
	Water Manageme	nt Facilities						
Other:								
temporary) will occ to avoid, minimize,	cur to the features and mitigate if im	identified. Includ pacts will occur.	e if features are like	t area. Include whether c	ate jurisdiction. Discus	s measures		
water features wi	thin the 0.5 mile s	search radius. Th	ere is no open wat	the RFI report (Appendi er feature present within tants, Inc. Therefore, no in	or adjacent to the proj			
to Appendix F, P	ages 1-30, for the	Waters of the L	J.S. Determination /	completed for the project Wetland Delineation Re all final determinations re	port. It was determined			
				Presence	<u>Impacts</u>			
				<u>r resence</u>	Yes No			
Wetlands	;							
Total wetland are	a:	0	Acre(s) Total	wetland area impacted:	0	Acre(s)		
(If a determination	n has not been ma	ade for non-isolat	ed/isolated wetland	s, fill in the total wetland a	area impacted above.)			
Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location reference)	, likely Water of the US	S, appendix		
N/A	N/A	N/A	N/A	,	N/A			
This is page 0	of 22 Project r	name: Boo	ne Co. Bridge No.	61 Replacement Project	Date: October 1	6. 2024		

County	Boone	Route	CR 1000 E	Des. No2101727
		Doc	umentation	ESD Approval Dates
Wetla	inds (Mark all that apply)			
We	etland Determination	Г	Х	N/A
	etland Delineation	<u> </u>		1471
	SACE Isolated Waters De	termination		
	or to be located waters be	L		
would S S U S	d result in (Mark all that a Substantial adverse impac Substantially increased pr Unique engineering, traffic	apply and explain): tts to adjacent homes, bus oject costs; , maintenance, or safety p , economic, or environmer	iness or other improved problems;	because such avoidance properties;
Describe all we	etlands identified adjacen	t or within the project area	Include whether or not	impacts (both permanent and temporary)
				urisdiction. Discuss measures to avoid,
	mitigate if impacts will oc		,	,
Based on the within the 0.5 site visit on Ju	desktop review, the aeri 5-mile search radius. The une 1, 2023, by USI Cons	al map of the project area, re are no wetlands within sultants, Inc. Therefore, no	or adjacent to the project impacts are expected.	endix E, Pages 1-10) there are six wetlands area. That number was confirmed by the project on December 11, 2023. Please refer
to Appendix	F, Pages 1-30, for the		mination / Wetland Deli	neation Report. It was determined that no
			_	
			<u>Presence</u>	Impacts
Torro	strial Habitat		X	Yes No
Terre	Striai Habitat		^_	
Total terrestri	al habitat in project area:	0.78 A	.cre(s) Total tree cle	earing: 0.20 Acre(s)
or not impacts	will occur to habitat ident	ified. Include total terrestr		or within the project area. Include whether otal tree clearing that will occur. Discuss
	oid, minimize, and mitiga			
Page 3), ther pratensis), are includes mult green ash (From 0.20 acre, The disturbar	re is farmland and riparionnual ragweed (Ambrosiflora rose (Rosa multiflo raxinus pennsylvanica), be all located within 100 feence of terrestrial habitat is	an habitat within the proje ia artemisiifolia), and red ra). Dominant species in the lack walnut (Juglans nigra t of the existing roadway a s anticipated in the amoun	ect area. Dominant herb fescue (Festuca rubra) ne tree stratum includes not ne tree stratum includes not ned spread throughout all tof 0.78 acre. There will	nerial map of the project area (Appendix B, stratum includes Kentucky bluegrass (<i>Poa</i> a. Dominant species in the shrub stratum American sycamore (<i>Platanus occidentalis</i>), addensis). Minor tree removal in the amount four quadrants of the bridge, is anticipated. be ground disturbance for the replacement avoidable due to the need for construction
implement er	rosion and sediment cor		getate all bare and distr	tion plan for unavoidable habitat impacts, urbed areas (Appendix C, Pages 5-7). All nis CE document.
Feder Inf Se Se	ection 7 informal consultation of formal consultation 7 formal consultation	d Consultation (IPaC) dete tion completed (IPaC cann on Biological Assessment (ot be completed) BA) required	Yes No X X X X
This is pa	ge 10 of 22 Project na	me: Boone Co. Bridg	e No. 61 Replacement P	roject Date: October 16, 2024

	•	nulana bepartmen	ι οι Τταποροπαπ	OII		
County	Boone	Route	CR 1000 E		Des. No.	2101727
	Determination Received for Liste	ed Bats from USFWS:	NE	NLAA X	LAA	
	Other Species not included in Additional federal species fou State species (not bird) found	nd in project area (based o		Yes	_ 	No X X
	Migratory Birds Known usage or presence of State bird species based upo			Yes		No X X
bat and r	IDNR coordination and species in northern long-eared bat impacts. and the determination that was i	Discuss if other federally la	isted species were ider	ntified. If so, inclu	ide consultat	
IDNR E coordin checked the proj	on a desktop review and the RFI toone County Endangered, Thre ation response letter dated Jund. To date, no plant or animal spect vicinity. An INDOT 0.5-mile troject area.	atened and Rare (ETR) Spe 22, 2023 (Appendix C, ecies listed state or federal	pecies List has been che pages 5-7), the Natura ly threatened, endange	hecked. Accordir al Heritage Progr ered, or rare have	ng to the IDN ram's Databa beben repor	NR-DFW early ase has been ted to occur in
species sodalis	information was submitted thro list was generated (Appendix C and northern long-eared bat (N an the Indiana bat and northern	, pages 16-28). The proje LEB) (<i>Myotis septentrional</i>	ct is within range of the	e federally endar	ngered India	na bat (<i>Myotis</i>
dated M (FTA), a urine st the proj and ver USFWS Measur	oject qualifies for the Range-wide May 2016 (revised February 201 and USFWS. A bridge inspection aining) was identified. An effect ect was found to "not likely to adrified the effect finding on July S within the 14-day review perions (AMMs) include General AMI and/or commitments are included.	8), between FHWA, Feden occurred on June 1, 2023 determination key was conversely affect" the Indiana 15, 2024, and requested lod; therefore, it was concid 1, Lighting AMM 1, and	ral Railroad Administra B, and evidence that ba mpleted on July 15, 20 bat and/or the NLEB (A JSFWS's review of the luded they concur with Tree Removal AMMs	ation (FRA), Fedats were using the 124, and based of Appendix C, page e finding. No reson the finding. Av 1-4. Avoidance at	eral Transit and estructure (in the response 29-42). INI sponse was oidance and Minimization	Administration i.e. guano and inses provided, DOT reviewed received from diffinitization Measures
signs of were refuscus) Boone	e 1, 2023, a bridge inspection of f bats. Guano was collected on eceived from Northern Arizona I as the species using Boone Co County Bridge No. 61. The guan during the IPaC coordination. No	April 25, 2024, and sent to University on July 4, 2024 Junty Bridge No. 61. Guar o collection plan along with	o Northern Arizona Unity, and resulted in the no analysis only resulted in the guano analysis re	versity for analys identification of bed in non-federallesults have been	sis. Guano a oig brown ba ly listed bat	nalysis results ats (<i>Eptesicus</i> species using
non-list if const tempora demolit Environ	County Bridge No. 61 (Structure ed bat species during the June 1 ruction will occur during the acarily be filled with an expandable ion, exclusion, or any construct mental Manager must be contact action USP". A firm commitment is	, 2023, and April 15, 2024, tive bat season on any a e material prior to active b ion activities. If signs of ted immediately. Details of	inspections (Appendix rea of the bridge/struct at season. The structu- bats are documented of the required procedu	c C, Page 43). To cture the bats ar ire shall also be during this inspe- ires are outlined	minimize bate using, the inspected for ection, the II	at disturbance, e area(s) shall or bats prior to NDOT District
	e inspection occurred on April 25 sted and identified as belonging t					

are only valid for two years. If construction will begin after April 25, 2026, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental*

		maiana Dej	Jui tillollt Ol	ransportatio	'1 I		
County	Boone	Route		CR 1000 E	D	es. No.	2101727
Commitments	of this document.						
1. Who	oping Crane (<i>Gru</i> s a	ed as endangered we mericana) – Experim us plexippus) - Candid	ental Population,		nclude:		
nests) by a b structure mus minimization r be removed p young are pre Nests with eg the "Potential This preclude	r Bridge No. 61 (Straint species protected to be inspected for language in the ineasures must be increasures must be increasures must be increasures must be increasures with eggs or young should Migratory Bird on State the need for furth	ucture No. 06-00061/I d under the Migrator birds or signs of bird applemented prior to the luring the non-nesting gs or young cannot I be screened or buffer ructure" USP/RSP.	y Bird Treaty Ac s. If birds or sig the start of and du season (Septem the removed or di the active co this project as rec	t (MBTA). Prior to ns of birds are fou ring the nesting sea ber 8 – April 30) ar sturbed during the nstruction. Details juired under Section	the start of nest and during the in ason. Nests without during the nest nesting season of the required property on 7 of the Enda	ting season aspection a cut eggs or ting season (May 1 – 5 rocedures angered Sp	n (May 1) the avoidance and young should if no eggs or September 7). are outlined in pecies Act, as
contacted for							
Pro Kai Oil/	st features identified gas or exploration/a	ne Indiana Karst Regi I within or adjacent to bandoned wells ident	the project area ified in the projec		Yes		No X X X
Date K	arst Evaluation revi	ewed by INDOT EWP	O (if applicable):	N/A			
Discuss respondand if impacts with the current Properties of the curre	se received from IG vill occur. Include d tection of Karst Feat esktop review and the urrent Protection of Appendix B, page e project area. In the that karst features moderate liquefac	ndiana Karst Region a WS coordination. Dis- scussion of karst stud- ures during Planning e Indiana Karst Regio Karst Features durin 2) and the RFI repor- e early coordination re- s exist in the project a tion potential, moder- has been communica	cuss if any minestly/report was contained Construction on map, the project Pevelot (Appendix E, pesponse on May rea (Appendix C, ate potential for	s, oil/gas, or explorance and cooled is located outside pment and Constrages 1-10), there 24, 2023, the India page 3). The IGW bedrock resources	ation/abandoned (Karst investiga rdinated and revie the designated uction. According are no karst feat ana Geological ar S indicated the p	wells were tion must of the wed by IN Karst Reging to the top tures idented and Water Soroject is lo tial for san	identified comply with IDOT EWPO) on as outlined oo map of the tified within or survey (IGWS) cated within a nd and gravel
SECTION C	– OTHER RESOL	IRCES					
3LCTION C	- OTTIER RESOR	NOL3					
We Soo Wa Urb	ng Water Resource Ilhead Protection Ar urce Water Protection ter Well(s) panized Area Bound blic Water System(s	ea(s) n Area(s) ary		X X X	Impacts Yes	No X X X	
If Y	es, is the FHWA/EF	e St. Joseph Sole Sou A SSA MOU Applicat r Assessment Requir	ole?):	Yes	No X	
This is pag	ge 12 of 22 Projec	t name: Boone	Co. Bridge No. 6	I Replacement Pro	ject Date: _	October 16	3, 2024

County	Boone	Route	CR 1000 E	De	s. No.	2101727
County	Doone	Noute	CIX 1000 E		:5. INU.	2101727
coordination	opropriate boxes and discu responses and any mitigat				ource-spe	cific
designated	ce Aquifer t is located in Boone Coun sole source aquifer in th ding (MOU) is not applica	e state of Indiana. There	ore, the FHWA/EPA/IN	DOT Sole Source A	quifer Me	morandum of
The IDEM 12024, by L coordination Wellhead F were sent or responded page 13). F anticipated and constru	Protection Area and Sour Wellhead Proximity Determ JSI Consultants, Inc. This in letter response dated Sourcection Area and the Spon September 26, 2024, to on September 30, 2024, so in Ridge responded on Couto affect the wellhead projection required for the brid and Protection Program and	ninator website (http://www.project is located within eptember 26,.2024, IDEN beedway Water Works' So both the wellhead protection attaing that the project should be been a compared to the project shou	a Wellhead Protection I confirmed that the produce Water Area (Appelor and the source and the source and not cause any issue at they have no question pages 14-15). The feat of the source and the source are the source and the source and the source and the source and the source are source and the source are source and the source and the source are source are source and the source are source are source are source and the source are source are source are source are source and the source are source ar	Area and Source Woject is located within endix C, page 12). Eswater area contacts. Ses for Speedway Wars regarding the projecures will not be affect	/ater Area n both the arly coord Speedway ter Works ct and the ed becau	a. In an early e Pine Ridge lination letters Water Works (Appendix C, e project is not se excavation
Consultants The feature right-of-way located on.	Water Well Record Databas, Inc. The nearest well is a will not be affected becard, all of which is located value of therefore, no impacts are will likely be included in	associated with a rural resi use the well is located out vithin 40 feet from the ex expected. Should it be de	dence located south of side of the area where sting edge of roadway termined during the righ	the bridge along the e work is required and is required from the	east side only min parcel the	of CR 1000 E. or amounts of nat the well is
Based on a	a Boundary a desktop review of MS4s USI Consultants, Inc. on C					
	t er System a desktop review, a site vis no public water systems w				project a	rea (Appendix
F L -	odplains Project located within a reg Longitudinal encroachment Fransverse encroachment Homes located in floodplair	·	Preser X X am from project	rice Impac Yes X X	No	
If ap	oplicable, indicate the Floor	dplain Level?				
Lev	el 1 Level 2	Level 3	Level 4 X	Level 5		
Based on (http://dnrm regulatory fame. This "Z	R Floodway Information Potenthe classification system. In to insure consistency with a desktop review of The laps.dnr.in.gov/appsphp/fd/floodplain as determined from the local Formation of the project qualifies as a Cate ero (0) homes are located within the base flood	If encroachment on a flood in the local flood plain plant e Indiana Department of ms/) by USI Consultants, I rom approved IDNR flood Floodplain Administrator. I gory 4 per the current IND d within the base floodpla	I plain will occur, coordining. Natural Resources Inductions, on July 18, 2024, a plain maps (Appendix Fine floodplain administrot CE Manual, which suin within 1,000 feet up	diana Floodway Info nd the RFI report, thi , page 10). An early ator did not respond tates: estream and zero (0)	rmation F s project coordinat within the	Administrator Portal website is located in a ion letter was a 30-day time are

This is page 13 of 22 Project name: Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

County _	Boone	_ Route		CR 1000 E		Des. No.	2101727
be cha em not	racity such that backwar no substantial adverse inge in flood risks; and ergency service or eme substantial. A hydrauli ing the preliminary desi	e impacts on natural I there will be no sub rgency evacuation rou c design study that a	and beneficionstantial increstes; therefore ddresses var	al floodplain valu ase in potential , it has been dete ious structure siz	ies; there will for interruption ermined that the ze alternatives	be no substar n or termination is encroachmen will be comple	ntial n of nt is
				Presence		<u>Impacts</u>	
Farm	nland			riesence		Yes No	,
	gricultural Lands						
	rime Farmland (per NR0	CS)		X		Х	
	tal Points (from Section 160 or greater, see CE Mai		006*)	135			
considered.	ng farmland resources i						
page 3), the was sent on on the NRC3 consideration or local impo	desktop review, a site project will convert 0.3 May 24, 2023, to Natur S AD 1006 Form (Apper n of alternatives is 160. Ortant farmland will resu without reevaluating im	B acre of farmland as al Resources Conser- ndix C, pages 10-11). I Since this project scout t from this project. No	defined by the vation Service NRCS's threster is less than alternatives of	e Farmland Prote e (NRCS). Coordi hold score for sig the threshold, no	ection Policy A nation with NR Inificant impact o significant los	ct. An early coo RCS resulted in ts to farmland thess of prime, unice	rdination letter a score of 135 nat result in the que, statewide,
	-						
SECTION I	D – CULTURAL RES	OURCES					
Full		ategory(ies) and Type 12 Fected No	e (s) D Adverse Eff	M	ADOT Approvalarch 15, 2024 Adverse Effec		N/A
	ble and/or Listed Reso RHP Building/Site/Distri		rchaeology		NRHP Bridge	(s)	
A 80 H A A	umentation Prepared (PE, Eligibility and Effect 20.11 Documentation istoric Properties Report rchaeological Records (Inchaeological Phase Inchaeological Pha	Determination t or Short Report Check and Assessmen Survey Report	nt X	ESD Approval March 15, 2024		PO Approval D	ate(s)
M	emorandum of Agreem	ent (MOA)		MOA Signature	e Dates (List a	III signatories)	
	alls under the MPPA, do						
This is pa	age 14 of 22 Project	name: Boone Co	. Bridge No. 6	31 Replacement F	Project Dat	e: October 1	6, 2024
	-						

County	Boone Rou	ute	CR 1000 E	Des. No.	2101727
	s. Please indicate the publication date				any further
On March 15, 2 Type 12 under the replacemen both the supe archaeological three potentiall approximately 5 Cemetery Deve occur. As desig cemetery identi occur. INDOT accompanying approved MPP scope and foot INDOT-CRO hi performed a de Historic Places distance that s survey determi recommended.	k which must be completed at a later of 2024, the INDOT Cultural Resource Of the Minor Projects Programmatic Agust, widening, or raising the elevation of restructure and substructure are relinvestigation was completed by Metry historic facilities, all cemeteries, as 530 feet north of the Boone County Belopment Plan may be required if the gn progressed, the project limits were field by the RFI is no longer directly CRO reviewed the project limits were hase 1A investigation which described A Category B Determination stated the print do not change and provided no storian who meets the Secretary of sktop review, checking the Indiana R (National Register) lists for Boone (erves as an adequate area of poter ned that there were no archaeolog Therefore, no further consultation is rethe Section 106 process and the response.	ffice (CRO) deterement, (Apper freement, (Apper freement, (Apper freement, (Apper freement). Projectic Environmental are located with Gridge No. 61, we refined to extradjacent to the hen they reviewed the private of the Interior's Pregister of Histor County. No listential effects give ical sites withing required.	ermined that this project falls with ndix D, pages 1-5). MPPA Catesture on existing bridges, and brit activities will occur within ut al, LLC. The RFI report (Appendin the 0.5-mile search radius. It is as listed as adjacent to the project and end only 247 feet north of the project limits or within 100 feet wed and approved the MPPA remetery, referred to as the Sed or ground or archaeological site ons regarding the cemetery as it refersional Qualification Standaric Sites and Structures (State Red resources are present within an the project scope and terrain the vicinity of the project, ar	hin the guidelines gory B, Type 12 p dge replacement plandisturbed soils; lix E, Pages 1-10) One private cemplect area, so it was decoordination with structure center at where work for the Category B determined as per 36 CF egister) and Nation 0.25 mile of the part of the Phase Iamed no further investigations.	rojects involve projects (when therefore, an indicated that actery, located is stated that a th CRO would and the private the project will rmination and as INDOT CRO as the project diadjacent. An R Part 61 first all Register of project area, a archaeological
SECTION E	SECTION 4(f) RESOURCES/ SE	CTION C(f) D	ESOURCES.		
Publicly own Publicly own Other (school Wildlife and W National Wild National Nat State Wildlife State Nature Historic Prope	ned recreation area bl, state/national forest, bikeway, etc.) aterfowl Refuges dlife Refuge cural Landmark e Area e Preserve	Evaluations	Yes No		
"De minimis" Individual Se Any exception Discuss Programmust be included FHWA has identify Section 4(f) of funded transpo	ection 4(f) on included in 23 CFR 774.13 on included in 23 CFR 774.13 on matic Section 4(f) and "de minimis" Stand in the appendix and summarized belified various exceptions to the require the U.S. Department of Transportation tation facilities unless there is no feature of the contraction of the	low. Discuss pro ment for Section on Act of 1966 p easible and pru	opposed alternatives that satisfy to a 4(f) approval. Refer to 23 CFR prohibits the use of certain public dent alternative. The law applications	he requirements o § 774.13 - Except c and historic land es to significant p	f Section 4(f). ions. Is for federally bublicly owned
parks, recreation	on areas, wildlife / waterfowl refuges,	and NRHP eligi	ible or listed historic properties	regardless of own	ership. Lands

This is page 15 of 22 Project name: Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

County	/ Boone	Route	CR 1000 E	Des. No.	2101727	
subject	to this law are considered Section	on 4(f) resources.				
there a a recre and is potential listed a regardi utilizing IDNR 102543 2025 Ir County it is not and by area. F	re two potential 4(f) resources lo ational facility, Hawthorn Trails 0 actually located more than 17 al trail segment, associated with s the managing entity for the poing the project on May 24, 2023 the infrastructure data provided Trail Finder (https://www.ardiana Trails Plan (https://www.irails website (https://bccn.book existing or planned. As a poter the site visit on June 1, 2023, b	cated within the 0.5-mile or Scout Camp, which miles from the project Lebanon East to the Cotential trail segment, so an early coordination by the RFI as well as egis.com/apps/webappy 6-9080275.5847%2C512 n.gov/dnr/state-parks/fill ne.in.us/trails/), was contial trail, the resource is y USI Consultants. Inc.	(Appendix B, page 3), and the RFI e search radius. The first of the two was incorrectly mapped within the 0 area. The second of the two map unty Line, which is located crossing multiple contacts within the county in responses from Boone County who ther Boone County and central Inciewer/index.html?id=d9e88c04ba8515717.6167%2C102100), the IDNF es/outdoor-recreation/or-scorp-chap in pleted, and it was confirmed that the sent yet eligible for 4(f) protections, there are no Section 4(f) resource of INDOT CRO on March 15, 2024 prefore, no use is expected.	mapped potential 4(f).5-mile search radiu ped potential 4(f) rothe project area. Bo received early coordere received. Additi liana trail resources, 4cc7b3f1489e8605b. Division of State 6.pdf), and the Friene trail segment is a . According to additis within or adjacent	f) resources is as of the camp esources is a one County is dination letters onal research, including the 148&extent=Parks 2021-Inds of Boone potential trail, onal research to the project	
	Section 6(f) Involvement		<u>Presence</u>	<u>Use</u>		
	Section 6(f) Property			Yes No		
The U. created of lands	iscuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion rill occur, discuss the conversion approval. The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use. A review of 6(f) properties on the INDOT ESD website revealed a total of five (5) properties in Boone County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.					
SECTI	ON F – Air Quality					
	STIP/TIP and Conformity Statu Is the project in the most current Is the project located in an MPO Is the project in an air quality no If Yes, then: Is the project in the most curr Is the project exempt from co If No, then: Is the project in the Trans Is a hot spot analysis requ	STIP/TIP? Area? n-attainment or mainten ent MPO TIP? onformity? portation Plan (TP)?	ance area? Yes X X X X X X X X X X X X X			
	Location in STIP: Name of MPO (if applicable): Location in TIP (if applicable): Level of MSAT Analysis required	?t	By Reference Indianapolis Metropolit (IMPO) 2024-2027 IMPO TIP			
	Level 1a X Level 1b	Level 2	Level 3 Level 4 Level	vel 5		
This	s is page 16 of 22 Project nam	ne: Boone Co. Brid	ge No. 61 Replacement Project	Date: October 16	6, 2024	

County	Boone	Route	CR 1000 E	Des. No.	2101727	
ocated. Indicate he TP and TIP.	e whether the project is		cribe the attainment status of the co determination. If the project is not ex MSAT Level.			
Improvement I Transportation 5. Additional of provided in Ap	Program (TIP) (Apper Improvement Plan (S construction funding (opendix H, Page 6. T	ndix H, pages 5 & 7), which TIP) (Appendix H, Pages 1-4 both local and federal) was he amended IMPO TIP listi	anapolis Metropolitan Planning Org n has been directly incorporated in 4 & 6). The original IMPO TIP listing is programmed for the project, which ng is included in Appendix H, Pag is programmed for FY 2027 shown in	nto the FY 2024-20 g is included in App ch is shown in the ge 7, which reflect	028 Statewide endix H, Page e STIP Listing	
This project is which was revolution V. Environment the IMPO	Attainment Status This project is located in Boone County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the IMPO Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.					
			oup 1) under 23 CFR 771.117(c), ource Air Toxics analysis is not requir		: Clean Air Act	
SECTION G	- NOISE					
Noise				Yes	No	
ls a no	ise analysis required i	n accordance with FHWA req	gulations and INDOT's traffic noise	policy?	X	
Date N	oise Analysis was app	proved/technically sufficient b	y INDOT ESD: N/A			
vere identified. This project is	If noise impacts were a Type III project. In a	identified, describe if abatem	I project, describe the studies comp nent is feasible and reasonable and and the current Indiana Departmen nalysis.	include a statemen	nt of likelihood.	
SECTION H	- COMMUNITY IMF	PACTS				
Will the Will the Will co Will co Does th If N	e proposed action results proposed action results proposed action results proposed activities im the community have are steps being ma	ply with the local/regional de lt in substantial impacts to co	cal tax base or property values? ivals, fairs, etc.)? ty's transition plan?	Yes X X X X	No X X X	

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

The Boone County Area Plan Commission has an approved Boone County Comprehensive Plan (https://boonecounty.in.gov/wp-content/uploads/2021/05/Comprehensive-Plan.pdf) that was adopted on January 23, 2009, that outlines the goals of the County and area. The purpose and goals of the plan include to protect public health, safety, morals, convenience, order, and general welfare of the county and its constituents. The plan is intended to serve as a guide for future growth and development of the unincorporated areas of Boone County, Whitestown, and Advance. There are no existing pedestrian facilities within the project area and none are proposed. This project complies with these goals by not precluding any future pedestrian facilities.

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		maiana Beparamei	nt or Transportation		
County	Boone	Route	CR 1000 E	_ Des. No.	2101727
(<u>https://b</u> improven	oonecounty.in.gov/wp-contents to accessibility by imp	ent/uploads/2022/10/Boone-C	lities Act (ADA) Transition county-ADA-Transition-Plan.pdf) ce there are no existing pedestroject, the ADA doesn't apply.	. The plan outlines	the need for
verified of Creek via	nline at <u>https://fairsandfesti</u> a CR 1000 E will be tempo	vals.net. No known festivals worarily impacted during consti	e nearby cities of Indianapolis will be occurring in the immediate ruction; however, a detour route community fairs or festivals are	e project area. Acces e will be available to	s across Eagle
changes air, water previous cumulativ on the co	in the pattern of land use, c, or natural systems (direct sections of this CE docum re impacts from collectively	population density, or the gro community impacts and direct nent). This project will not re- r significant actions taking pla	nticipated as a result of this prowth rate of the area. The project effects on air, water, and natu sult in incremental impacts to tace over a period of time. The procontinued vehicular traffic. This	et will not result in ind ural systems have bee the environment, nor project will have a net	irect effects on en discussed in will it result in positive effect
Discuss w now the in nealth faci	npacts have been minimize	d and what coordination has o public and private utilities, en	et area and impacts (such as MC occurred. Some examples of pub nergency services, religious insti	blic facilities and servi	ices include
Based or there are radius. C are two p number of cemetery 61. Acco be built, coordinar received. Boone C The priva and acco CRO approject s	n a desktop review, the aer five public facilities, included the public-use airport, India public facilities, including owas confirmed by the site or located in the woods west reding to the RFI data and a mapped crossing CR 1000 tion letters were provided to As design progressed, the ounty Bridge No. 61 along the cemetery is no longer was proved MPPA Category B I cope and footprint do not	ial map of the project area (A ling three cemeteries, one recampolis Terry Airport, is locally an exprivate cemetery and one visit by USI Consultants, Inc. of CR 1000 E, approximately additional research, the poten of E approximately 345 feet in a multiple contacts at Boone (a project limits have been a CR 1000 E, so neither facility within 100 feet of the project tigation which described the Determination stated there are change and provided no research, one research.	appendix B, Page 3), and the Ricreational facility, and one pote ated approximately 1.24 miles a potential trail, located within oc, on June 1, 2023. The nearby 530 feet north of the structure tial Boone County trail is a pote orth of the structure center of Ecounty on May 24, 2023, and no djusted and only extend 247 for its located in an area where collimits. INDOT CRO approved the private cemetery, referred to as the no above ground or archaeole ecommendations regarding the erties will be maintained during of	ntial trail, within the Coutheast of the project adjacent to the project adjacent to the project center of Boone Countial trail, not yet build Boone County Bridge of early coordination refect north of the structure MPPA Category Bothe Sedwick Cemter logical site concerns the cemetery as it is referred to the structure of the Sedwick Cemter logical site concerns the cemetery as it is referred to the project of the Sedwick Cemter logical site concerns the cemetery as it is referred to the project of the project o	o.5-mile search act area. There ject area. That ate, old family anty Bridge No. t or planned to No. 61. Early esponses were cture center of for the project. If determination the INDOT as long as the
being us		ght (Appendix C, Page 4). A	ng no tall structure permit is req All applicable recommendations		
	esponsibility of the project ion that would block or limit		porations and emergency servi	ces at least two wee	ks prior to any
D D If	oes the project require an E YES, then: Are any EJ populations Will the project result in	ne project were EJ issues ider EJ analysis? Is located within the project are adversely high and dispropo		x nns?	No X X X
			de if the project has a dispropor		

This is page 18 of 22 Project name: Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

		а.а.та. 2 оран аттота от тта			
County	Boone	Route CR	1000 E	Des. No.	2101727
		asoning. If yes, describe actions to avoid, n			
Under FHWA	Order 6640.23A, FI	HWA and the project sponsor, as a recipier	nt of funding from FHW	A, are responsible	to ensure that
their program	s, policies, and a	ctivities do not have a disproportionately	high and adverse ef	fect on minority	or low-income
populations.	Per the current IN	DOT Categorical Exclusion Manual, an E	nvironmental Justice (E	EJ) Analysis is re	quired for any
		cations or 0.5 acre of additional permanent			
		t-of-way. Therefore, an EJ Analysis is requi			, , , , ,
ao. o o. aaao	poaog	. 5: 114): 1116161616, 411 = 57 11141, 516 16 16 44			
Potential F Lin	nnacts are detected	d by locating minority and low-income popu	lations relative to a refe	erence nonulation	to determine if
		and whether there could be disproportion			
		or town and is called the community of c			
		unity that overlaps the project area is called			
		s a population of concern for EJ if the population			
		is 125% of the COC. Data from the U.S Co			
		July 18, 2024, by USI Consultants, Inc. The	e data collected for mind	only and low-incor	ne populations
within the AC	are summarized in	the below table.			
					
		Table: Minority and Low-Income Data (S			
		COC – Town of Zionsville, Boone County	, AC - Census Tra	act 8106.1, Boone	County,
		Indiana		Indiana	
Percent Mi		11.4%		9.5%	
125% of C		14.3%	AC ·	< 125% COC	
EJ Populat	ion of Concern			No	
Percent Lo		4.2%		3.0%	
125% of C		5.3%	AC -	< 125% COC	
EJ Populat	ion of Concern			No	
The AC, Cens Therefore, the Conclusion: The census de	sus Tract 8106.01, AC does not conta ata sheets, map, a	in minority populations of EJ concern. has a percent low-income of 3.0% which in low-income populations of EJ concern. nd calculations can be found in Appendix	I, Pages 2-6. There are	e no disproportion	
adverse impac	cts to the minority a	nd low-income populations. No further envir	onmental justice analys	is is warranted.	, ,
-	•	·			
		usinesses or Farms		Yes	No
Will the	e proposed action re	esult in the relocation of people, businesses	s or farms?		Χ
ls a Bl	S or CSRS required	1?			Χ
Numbe	er of relocations:	Residences: 0 Businesses:	<u>0</u> Farms: <u>0</u>	Other:(<u>) </u>
		cur due to the project. If a BIS or CSRS is i		sults in the discuss	ion below.
No relocations	of people, busines	ses, or farms will take place as a result of the	nis project.		
SECTION I -	- HAZARDOUS N	IATERIALS & REGULATED SUBSTA	NCES		
			Deaum		
Hozor	daus Matarials 9 E	Pogulated Substances (Mark all that apply		<u>nentation</u>	
		Regulated Substances (Mark all that apply	,	v	
	ag Investigation (R		_	<u> X</u>	
		e Assessment (Phase I ESA)			
		te Assessment (Phase II ESA)			
Design	/Specifications for	Remediation required?			
Thin in no -	10 10 of 22 Deci-	ot name: Roons Co Bridge No C4 De	nlacoment Brainst F	Joto: Ootobor 1	6 2024
This is pag	je is oi zz Proje	ct name: Boone Co. Bridge No. 61 Re	piacement Project L	Date: October 1	υ, ∠υ∠4

County _	Boone	Route	CR 1000 E	Des. No.	2101727
Include a sum, adjacent to, or provisions, pa Based on a INDOT SAM (LUST) site, of the hazma In an email d if any sedime (Appendix E, Any recomm	mary of the potential had ones that could impact y quantities, etc.) will be review of GIS and avail provided their concurre three NPDES Facility sit sites identified will impated August 16, 2024, sent from the streambed Pages 11-12). A Phase endations from INDOT S	the project area. Refer to needed, include in discu- lable public records, the ence on March 16, 2023 te, and one NPDES Pipe act the project. Further in that from INDOT SAM coor water of Eagle Cree at ILSI will be completed SAM will be incorporated.	March 16, 2023 as found during review. Discuss in depth to current INDOT SAM guidance. If addission. Include applicable commitments RFI was completed on March 16, 2028 (Appendix E, Pages 1-10). One Leal to Location site were identified within 0.0 investigation for hazardous material confirmed that a Phase II Limited Site Inventor of the Commitment and water within Eagle Continuous to the commitments database prior to that Commitments section of this CE do	ditional documentals. 23, by USI Consult king Underground 5 mile of the projectors is not required testigation (LSI) is a stirred up as part of the Ready for Coto the Ready for Coto 23, by USI (1997).	tion (special tants, Inc. and Storage Tank ct area. None ed at this time. recommended of construction Eagle Creek.
			ts and Commitments		
PERMITS C	HECKLIST				
Perm	its (mark all that apply)		Likely Required		
IN De (401/ IN De Mitig US C	Nationwide Permit (N Regional General Per Individual Permit (IP) Other Ppartment of Environm Rule 5) Nationwide Permit (N Regional General Per Individual Permit (IP) Isolated Wetlands Rule 5 Other Ppartment of Natural R Construction in a Floor Navigable Waterway Other Pation Required Oast Guard Section 9 In a Construction In a Floor Navigable Waterway	wP) rmit (RGP) ental Management WP) rmit (RGP) esources odway Permit Bridge Permit	X		
List the permit	s likely required for the p	oroject and summarize w	rhy the permits are needed, including pe	ərmits designated ล	as "Other."
An USACE S	Section 404 Permit and		y Certification (WQC) will likely be req		
Impacts to th	e floodway of Eagle Cre	ek will require a Constru	ction in a Floodway (CIF) permit from II	DNR.	
	permits are found to be		ies are included in the Environmenta ons of the permit will be requirements of		
It is the response	onsibility of the project s	ponsor to identify and ob	tain all required permits.		
This is pa	ige 20 of 22 Project n	ame: Boone Co. B	ridge No. 61 Replacement Project [Date: October 16	6, 2024

County	Boone	Route	CR 1000 E	Des. No.	2101727
-		•			

ENVIRONMENTAL COMMITMENTS

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

Firm:

- 1. If the scope of work or permanent or temporary ROW 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. Eagle Creek and UNT2 to Eagle Creek, which are located within the project area, are both listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
- 4. Eagle Creek and UNT2 to Eagle Creek, which are located within the project area, are both listed as impaired for IBCs. Concerning Impaired Biotic Communities (IBC), Best Management Practices (BMPs) will be used to avoid further degradation to the streams. (INDOT SAM)
- 5. Eagle Creek and UNT2 to Eagle Creek, which are located within the project area, are both listed as impaired for PCBs. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT SAM will occur. (INDOT SAM)
- 6. Any work in a wetland within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPSO)
- 7. Boone County Bridge No. 61 (Structure No. 06-00061/NBI #0600044) and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP/RSP. (USFWS and INDOT ESD)
- 8. Boone County Bridge No. 61 (Structure No. 06-00061/NBI #0600044) has shown evidence of use (i.e. guano and/or live bats) by a non-listed bat species during the June 1, 2023, and April 15, 2024, inspections. To minimize bat disturbance, if construction will occur during the active bat season on any area of the bridge/structure the bats are using, the area(s) shall temporarily be filled with an expandable material prior to active bat season. The structure shall also be inspected for bats prior to demolition, exclusion, or any construction activities. If signs of bats are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. Details of the required procedures are outlined in the "Bat Inspection and Coordination USP". (INDOT ESD)
- 9. A bridge inspection occurred on April 25, 2024, and a live big brown bat as well as guano was identified under the bridge. The guano was tested and identified as belonging to the non-listed big brown bat (more details above). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after April 25, 2026, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
- 10. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 11. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season (April 1 to September 30). (USFWS)
- 12. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 13. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of the year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with <u>no bats observed</u>. (USFWS & IDNR-DFW)
- 14. Tree Removal AMM 3: Ensure tree removal is limited to that specified in the project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree

This is page 21 of 22	Project name:	Boone Co. Bridge No. 61 Replacement Project	Date:	October 16, 2024	

County	Boone	Route	CR 1000 E	Des. No.	2101727

clearing to ensure contractors stay within clearing limits). (USFWS)

- 15. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting. Or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (USFWS)
- 16. A Phase II LSI will be completed for sediment and water within Eagle Creek and UNT2 to Eagle Creek. Any recommendations from INDOT SAM will be incorporated into the commitments database prior to the Ready for Contracts (RFC) date. (INDOT SAM)

For Further Consideration:

- 17. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel. (IDNR-DFW)
- 18. The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. (IDNR-DFW)
- 19. Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. (IDNR-DFW)
- Do not construct any temporary run arounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
- 21. 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)
- 22. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
- 23. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
- 24. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
- 25. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)
- 26. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)

This is page 22 of 22 Project name: Boone Co. Bridge No. 61 Replacement Project Date: October 16, 2024

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APPENDIX A INDOT Supporting Documentation

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

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

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

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.

⁹Potential for causing a disproportionately high and adverse impact.

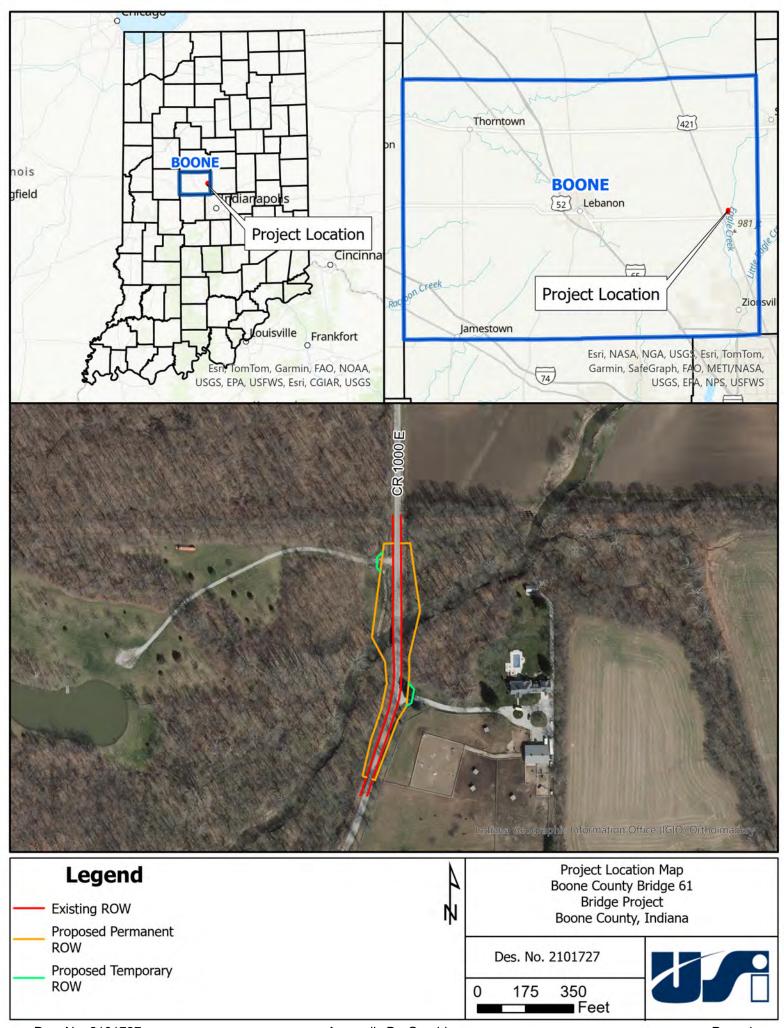
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

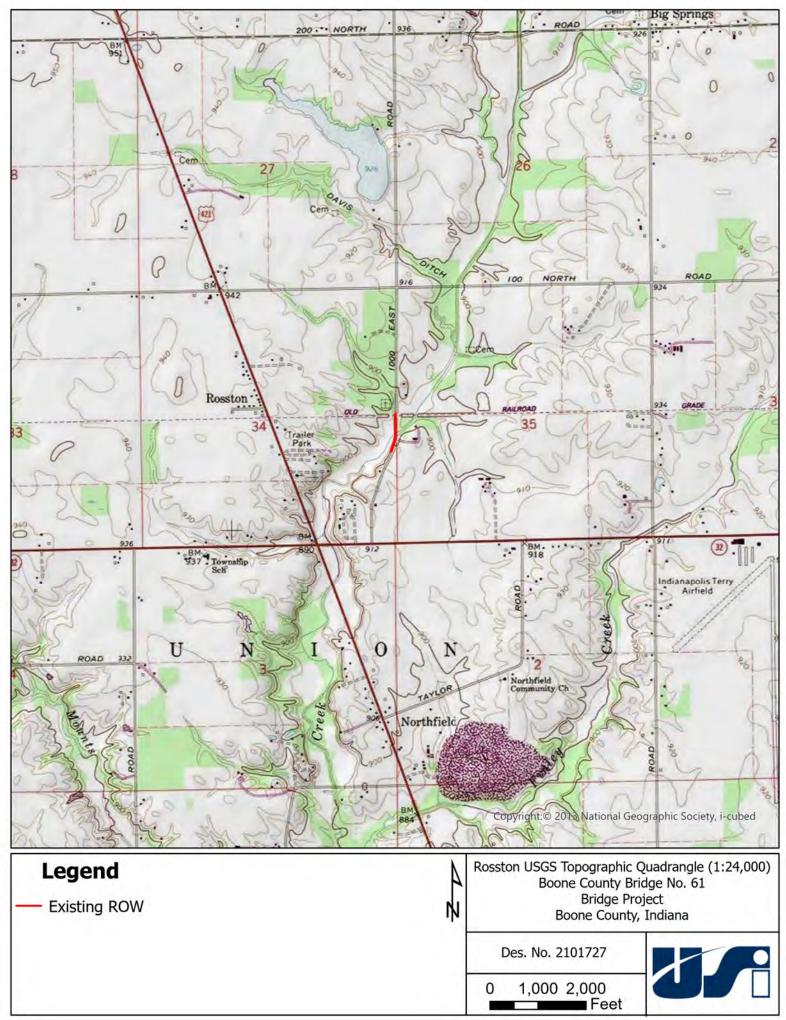
¹¹Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

^{*} Includes the threatened/endangered species critical habitat

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

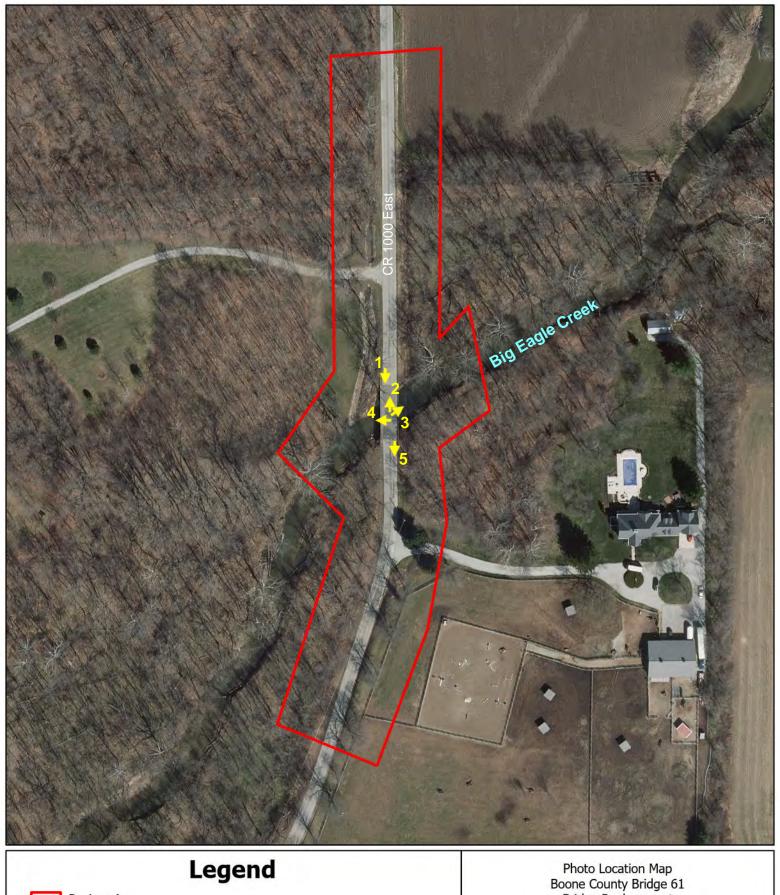
APPENDIX B
Graphics

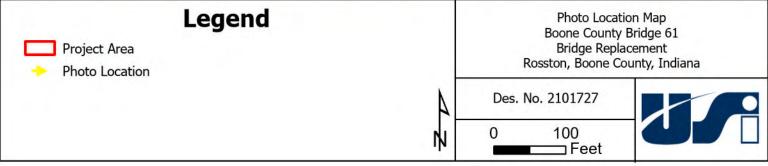












Photos Taken: 6/22/22

CR 1000 East Bridge No. 61 Replacement Project City of Rosston, Boone County, Indiana Des. No. 2101727



Photo 1: Looking south along CR 1000 at Structure #06-00061.



Photo 2: Looking north along CR 1000 from Structure #06-00061.

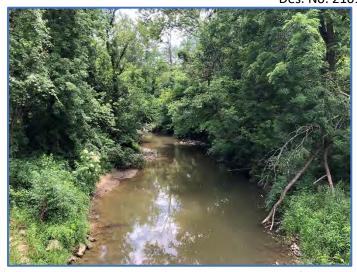


Photo 3: Looking northeast upstream Big Eagle Creek from Structure #06-00061.



Photo 3: Looking west downstream Big Eagle Creek from Structure #06-00061.



Photo 5: Looking south along CR 1000 from Structure #06-00061.

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
Boone County Bridge No. 61	Cast-In-Place Reinforced Concrete Slab	Three Span @ 36'-0", 48'-0", 36'-0", Skew: 35° Lt	Big Eagle Creek	15+78.00 "A"

INDIANA DEPARTMENT OF TRANSPORTATION



BRIDGE PLANS

FOR SPANS OVER 20 FEET

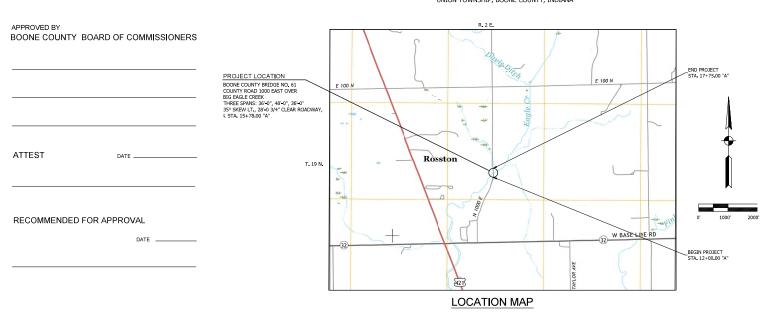
ON

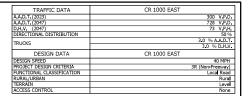
COUNTY ROAD 1000 EAST OVER BIG EAGLE CREEK

PROJECT NO.

2101727 P.E. 2101727 R/W 2101727 CONST.

REPLACEMENT OF BOONE COUNTY BRIDGE NO. 61 CARRYING CR 1000 EAST OVER BIG EAGLE CREEK, LOCATED 0.40 MILE NORTH OF SR 32 IN SECTIONS 34 & 35, T-19-N, R-2-E, UNION TOWNSHIP, BOONE COUNTY, INDIANA







LATITUDE: 40°02'50.82"	LONGITUDE: 86°16'45.95"

BRIDGE LENGTH = 0.023 mi. ROAD LENGTH = 0.086 mi. TOTAL LENGTH = 0.109 mi. MAX. GRADE = -3.72%

HUC: 051202011103

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

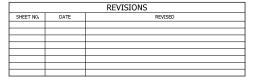


PLANS PREPARED BY:	USI Consultants, Inc.	317-544-4996
CERTIFIED BY:		PHONE NUMBER
APPROVED FOR LETTING:		DATE
"	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

	BRIDGE FILE		
	BOONE 61		
	DESIGNATION		
	2101727		
SURVEY BOOK	SHEETS		
	1 of 28		
CONTRACT	PROJECT		
B-44244	2101727		

UTILITIES BOONE COUNTY REMC 1207 Indianapolis Ave. Lebanon, IN. 46052 Ph: (800) 897-7362 Cel: (765) 894-1083 Randy Campbell rcampbell@bremc.com

	INDEX					
SHEET NO.	SHEET NO. SUBJECT					
1	TITLE SHEET					
2	INDEX SHEET					
3	TYPICAL CROSS SECTION					
4	DETOUR ROUTE					
5-6	LOCATION CONTROL ROUTE SURVEY					
7	PLAN PROFILE LINE "A"					
8	SUPERELEVATION TRANSITION DIAGRAM - LINE "A"					
9-10	EROSION CONTROL DETAILS					
11	LAYOUT					
12	GENERAL PLAN					
13	ROAD AND BRIDGE SUMMARY					
14-28	CROSS SECTIONS-LINE "A"					



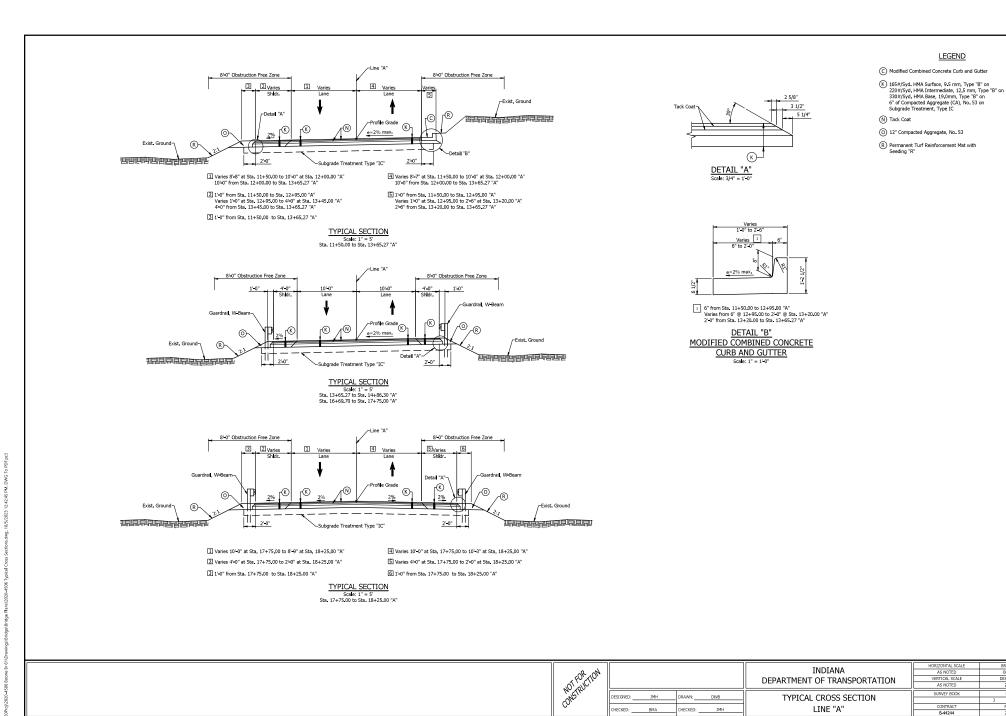


CALL BEFORE YOU DIG

CAUTION !!

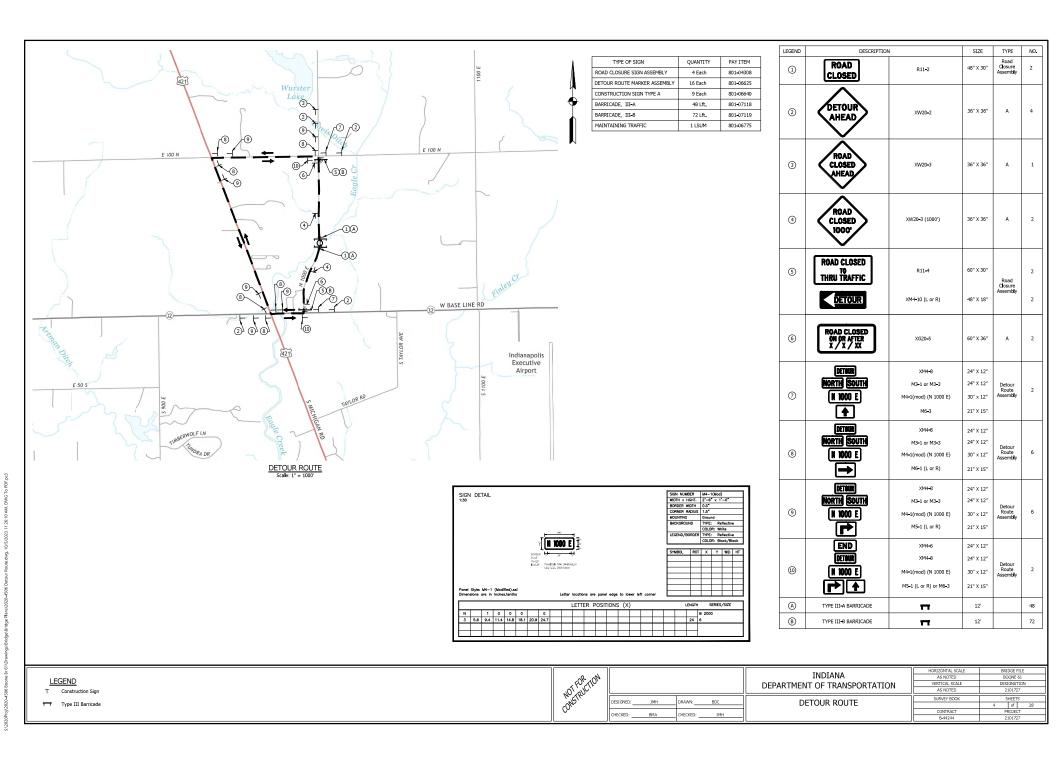
THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN MARE BASED UPON MROINE GROUND EVIDENCE (MICHOLING DATE IN THE PLAN MARE BASED UPON MROINE GROUND EVIDENCE (MICHOLING DATE IN THE MICHOLING DATE IN THE MICHOLING WITH IN THE MICHOLING WHICH IN THE MICHOLING WHICH OF MICHOLING WITH IN THE MICHOLING WHICH ON BOTHER EXISTING UNDERGROUND UTILITIES FOR WHICH ON A BOOK GROUND EVIDENCE OR FOR WHICH ON A BOOK GROUND EVIDENCE WAS DESERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BY EXPERIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.

\neg			TIP TIME	HORIZONTAL SCALE	BRIDGE FILE
1			INDIANA	AS NOTED	BOONE 61
' I			DEPARTMENT OF TRANSPORTATION	VERTICAL SCALE	DESIGNATIO
			DEFAULT OF THUMBI ON THE	AS NOTED	2101727
	DESIGNED: JMH	DRAWN: DWB	INDEV	SURVEY BOOK	SHEETS
	DESIGNED: JMH	DRAWN: DWB	INDEX		2 of
	CHECKED: BMA	CHECKED: JMH		CONTRACT	PROJECT
	CHECKED. BMA	CIECKED. JMII		B-44244	2101727



LEGEND

2101727 SHEETS



				ROSION				
LOCATION	361	Temporary Check Dam.	Temporary	Temporary Inlet Protection,	Filter Sock	Sediment,	Manufactured Surface Protection	
STATION TO STATION	LT./RT. Traversah		Geotextiles	(Filter Sock)	TIKEI SOCK	Remove	Product	
Sta. 11+46 to Sta. 15+11 "A"	LT.				364 Lft.	5,4 Cys.		
Sta. 11+46 to Sta. 13+85 "A"	RT				254 Lft.	3.8 Cys.		
Sta. 11+50 to Sta. 15+17 "A"	LT.						425 Sys.	
Sta. 14+08 to Sta. 15+75 "A"	RT.				182 Lft.	2.7 Cys.	· ·	
Sta. 14+08 to Sta. 15+77 "A"	RT.						200 Sys.	
Sta. 14+50 "A"	RT.	24 Lft.	4 Sys.			0.6 Cys.		
Sta. 15+21 Lt. to Sta. 15+75 Rt "A"	Along S. Bank				100 Lft.	1.5 Cys.		
Sta. 15+25 "A"	RT.	24 Lft.	4 Sys.			0.6 Cys.		
Sta. 15+53 to Sta. 17+63 "A"	LT.						570 Sys.	
Sta. 15+65 to Sta. 17+60 "A"	LT.				215 Lft.	3.2 Cys.		
Sta. 15+75 "A"	LT.	41 Lft.	7 Sys.			1.9 Cys.		
Sta. 15+78 to Sta. 17+59 "A"	LT.				191 Lft.	2.8 Cys.		
Sta. 15+78 Lt. to Sta. 16+42 Rt. "A"	Along N. Bank				100 Lft.	1.5 Cys.		
Sta. 16+25 "A"	LT.	41 Lft.	7 Sys.			1.9 Cys.		
Sta. 16+26 to Sta. 18+28 "A"	RT.				214 Lft.	3.2 Cys.		
Sta. 16+37 to Sta. 18+25 "A"	RT.				191 Lft.	2.8 Cys.		
Sta. 16+38 to Sta. 18+25 "A"	RT.						578 Sys.	
Sta. 16+50 "A"	RT.	41 Lft.	7 Sys.			1.6 Cys.		
Sta. 16+75 "A"	LT.	41 Lft.	7 Sys.			1.3 Cys.		
Sta. 17+18 "A"	RT.	41 Lft.	7 Sys.			1.6 Cys.		
Sta. 17+54 "A"	LT.			15 Lft.		1.5 Cys.		
Sta. 17+84 to Sta. 18+29 "A"	LT.				55 Lft.	0.8 Cys.		
Sta. 17+84 to Sta. 18+29 "A"	LT.				74 Lft.	1.1 Cys.		
Sta. 17+85 to Sta. 18+25 "A"	LT.						421 Sys.	
Sta. 17+86 "A"	RT.	41 Lft.	7 Sys.			1.6 Cys.		
Sta. 18+25 "A"	RT.	41 Lft.	7 Sys.			1.6 Cys.		
Sta. 18+25 "A"	LT.	41 Lft.	7 Sys.			1.3 Cys.		
TOTALS		376 Lft.	64 Sys.	15 Lft.	1940 Lft.	40.3 Cys.	1894 Sys.	

NOTES:

All erosion control measures shall be installed in accordance with INDOT Std. Dwg. E 205-TECD-01 through 12.

At least 50% of the waterway opening should be maintained at all times. Phased construction techniques may be required.

The Contractor shall design, furnish, install, test, operate, monitor and maintain a dewatering system of sufficient scope, size, and capacity to prevent water flow into excavations and allow water and construction operations to proceed on dry, stable subgrades.

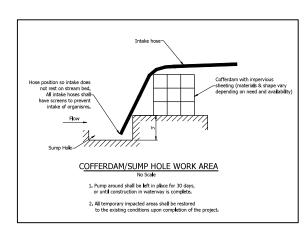
The contractor will be responsible to submit a plan for protecting the waterway during construction activities. No construction debris shall enter the waterway. The contractor will maintain a clean worksite throughout construction.

Perimeter protection shall be installed prior to land disturbance activities. For Temporary Erosion Control Perimeter Construction Entrance, see Standard Dwg. E205-TECP-01.

Disturbed areas shall be stabilized within 14 days of inactivity. Disturbed areas shall be restored to their existing conditions prior to the completion of the project.

Contractor to determine method for cofferdam construction and devataring, Revisions to the erosion control details may require the contractor to submit any revisions to the appropriate jurisdictional agency. The contractor is responsible for adhering to the local, state and federal permit conditions as included in the contract documents, any deviations from the permit conditions will be the responsibility of the contractor to coordinate without the appropriate regulatory agency at no cost or delay to the project.

For Erosion Control Plan and Profile see Sheet No. 9.





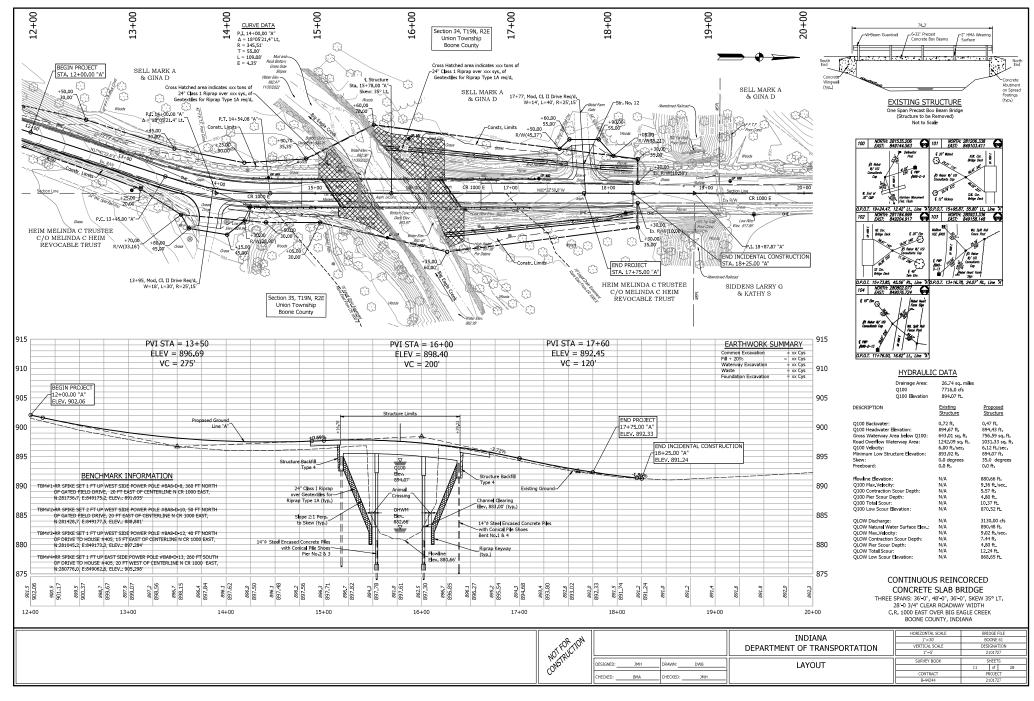
P Dewatering Pump
S Sump Hole
Pump Discharge Bag

---- Temporary Diversion

)

Modified Check Dam
Temporary Inlet Protection (Filter Bag Insert)
Permanent Turf Reinforcing Mat,
with Seeding Type "R" (Manufactured
Surface Protection Product)

NOTFOR TON



APPENDIX C Early Coordination



May 24, 2023

To: Interested Parties

Sample Early Coordination Letter

Re: Early Coordination Letter
Boone County Bridge 61
Bridge Replacement Project, Des. No. 2101727

To Whom It May Concern:

The Boone County Highway Department and the Federal Highway Administration (FHWA), with oversight by the Indiana Department of Transportation, intends to proceed with a project involving the replacement of Boone County Bridge No. 61 (Structure #06-00061/NBI #0600044) in eastern Boone County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project is located along County Road (CR) 1000 East over Big Eagle Creek, in Boone County, Indiana. More specifically, Sections 34 and 35; Township 19N; Range 2E; in Union Township. This section of CR 1000 East is classified as a two-lane *Local Road*. The existing roadway consists of two 10-foot lanes with no shoulder. The speed limit is 40 miles per hour (mph) throughout the project corridor.

The existing bridge is a single-span prestressed concrete box beam bridge that is 74 feet in length. It was built in 1925 and reconstructed in 1965. The bridge exhibits deterioration in the form of shoulder drop-offs at the bridge corners, leakage between beams, minor spalls, and abrasions. The need for the project stems from the deteriorated condition of the existing structure. The purpose of the project is to improve the condition of the structure.

The proposed project includes the replacement of Boone County Bridge No. 61 with a three-span flat slab structure with a total length of approximately 100 feet. Anticipated acreage of right-of-way acquisition will be in the amounts of less than 0.5 acre for temporary, and greater than 0.5 acre for permanent. Maintenance of traffic (MOT) anticipates the full closure of CR 1000 East with utilization of a detour route during the construction of the bridge replacement. The project is anticipated to begin construction in Fall 2026.

Land use in the vicinity of the project area is primarily forested and agricultural lands, accompanied by a residential property northeast of the project area. USI Consultants, Inc will perform water and wetland determinations to identify any ecological resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat and will complete the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Shampaygne Jeffries, USI Consultants, Inc., at (317) 649-3146 and <a href="mailto:signification-significa



Sincerely,



Shampaygne Jeffries Environmental Specialist USI Consultants, Inc.

<u>Attachments –</u>

Project Location Map
Project Aerial Map
Topographic Map
Photo Location & Photo Log

Project area maps and photographs have been removed to avoid duplication. Please see Appendix B Graphics for maps and photographs.

Recipients:

- Federal Highway Administration Indiana Division
- U.S. Natural Resources Conservation Service
- Chicago Regional Office, U.S. Department of Housing and Urban Development
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- INDOT Crawfordsville District Office
- Indiana Dept. of Natural Resources, Division of Fish and Wildlife
- INDOT Environmental Services
- INDOT Aviation
- IDEM Environmental Wellhead Proximity Determinator
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Geological Survey
- Boone County Highway
- Boone County Board of Commissioners
- Boone County Council
- Boone County Surveyor's Office
- Boone County EMA
- Boone County Sheriff
- Zionsville Community Schools
- Zionsville Floodplain Administrator



Organization and Project Information

Project ID: Des. ID:

Project Title: Boone County Bridge No. 61 Replacement

Name of Organization: USI Consultants, Inc. Requested by: Shampaygne Jeffries

Environmental Assessment Report

- 1. Geological Hazards:
 - Moderate liquefaction potential
 - Floodway
- 2. Mineral Resources:
 - Bedrock Resource: Moderate Potential
 - Sand and Gravel Resource: Low Potential
- 3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428 Date: May 24, 2023

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

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>

Sent: Tuesday, May 30, 2023 7:46 AM

To: Shampaygne Jeffries

Subject: RE: Boone County Bridge No. 61 Replacement (Des. 2101727) Early Coordination Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 95 feet in height. Please let our office know if you have any further questions.

Thank you,

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



From: Shampaygne Jeffries <sjeffries@usiconsultants.com>

Sent: Tuesday, May 23, 2023 9:10 AM

To: Foheybreting, Nicole K < NFoheyBreting@indot.IN.gov>

Cc: Ruth Hook <rhook@usiconsultants.com>; John Handke <jhandke@usiconsultants.com>; Jordan, Chaila

<CJordan2@indot.IN.gov>

Subject: Boone County Bridge No. 61 Replacement (Des. 2101727) Early Coordination Letter

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

Dear Interested Agency,

USI Consultants Inc. is preparing the Categorical Exclusion document for the above-referenced project. The attached letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Should we not receive your response within **thirty (30) calendar days** from the date of this letter, it will be assumed that your agency believes that there will be no adverse effects incurred as a result of the proposed project.

Respectfully,

Shampaygne Jeffries • Environmental Specialist

8415 E. 56th Street

THIS IS NOT A PERMIT

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

Early Coordination/Environmental Assessment

DNR#: ER-25643

Request Received: May 23, 2023

Requestor:

Shampaygne Jeffries USI Consultants, Inc 8415 East 56th Street Indianapolis, IN 46216

Project:

Boone County Highway Department: CR 1000 East bridge (#06-00061 / NBI 0600044) replacement over Eagle Creek, 0.50 miles north of SR 32; Des #2101727

County/Site Info: Boone County

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

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

Regulatory Assessment:

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

Natural Heritage Database:

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

Fish and Wildlife Comments:

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

A) Stream Crossing Design:

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2") below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream

depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the OHWM. Bank lines must be maintained or restored within structures to allow for wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-3 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure if maintaining or restoring banklines is not possible. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: https://www.fs.usda.gov/wildlifecrossings/library/index.php.

https://www.fhwa.dot.gov/clas/ctip/wildlife crossing structures/,

https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf,

https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems.

B) Streambank Stabilization:

Some form of bank stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats that are heavyduty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. Information about bioengineering techniques can be found at the following link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization:

https://efotg.sc.egov.usda.gov/references/public/IA/Chapter-16_Streambank_and_Shoreline_Protection.pdf.

C) Riparian Habitat:

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

Impacts to non-wetland forest of one (1) acre or more in a rural or urban area should be mitigated at a minimum 2:1 ratio based on area of impact. Impacts to non-wetland forest under one (1) acre but at least 0.10 acre in a rural or urban area should be mitigated at a minimum 1:1 ratio based on area of impact. Impacts under 0.10 acre in a rural area typically do not require mitigation or additional plantings beyond seeding and stabilizing disturbed areas, though there are exceptions for high quality habitat sites. Impacts under 0.10 acre in an urban area should be mitigated by replacing trees that are 10" diameter-at-breast height (dbh) or greater by planting five trees, 1" to 2" in dbh, for each tree which is removed that is 10" dbh or greater. Seeding and

stabilizing disturbed areas is required regardless of the impact amount and location. If floodway impacts to forested wetland and non-wetland habitat areas combine to be 0.10 acres or more, mitigation should be done and coordinated with the biologist, as needed.

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

- 1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
- 2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush.
- 3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
- 4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
- 5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
- 6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
- 7. Do not use broken concrete as riprap.
- 8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
- 9. Minimize the movement of resuspended bottom sediment from the immediate project area.
- 10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
- 11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
- 12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at mbuffington@dnr.in.gov or (317) 233-4666 if we can be of further assistance.

Date: June 22, 2023

Matt Buffington

Environmental Unit Supervisor
Division of Fish and Wildlife

Shampaygne Jeffries

From: McWilliams, Robin <robin_mcwilliams@fws.gov>

Sent: Wednesday, October 18, 2023 11:56 AM

To: Shampaygne Jeffries

Subject: Re: [EXTERNAL] Boone Co. Bridge 61 USFWS Coordination Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Shampaygne,

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*; NLEB) and should follow the Indiana bat/NLEB Federal Highway Administration, Federal Rail Administration, and Federal Transit Administration's programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a "not likely to adversely affect" determination letter is generated to review the project and provide additional comments or request additional information (there is no review for projects with a "no effect" determination); if you do not receive a response from us within 14 days, we have no additional comments. **Please note**, if tree-clearing extends beyond 100 feet of the edge of pavement, compensatory mitigation may be required, and, if beyond 300 feet, additional consultation may be needed.

Other Species of Concern

Tricolored Bat

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the Endangered Species Act (ESA). The Service has up to 12 months from the date the proposal was published to make a final determination, either to list the tricolored bat under the Act or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of WNS. Because TCB populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the Act; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect the TCB after the potential new listing goes into effect, we recommend that the effects of the project on TCBs and their habitat be analyzed to determine whether authorization under ESA section 7 or 10 is necessary. Projects or programs with an existing section 7 biological opinion may require reinitiation of consultation, and projects with an existing section 10 incidental take permit may require an amendment to provide uninterrupted authorization for covered activities. Contact your local U.S. Fish and Wildlife Service Ecological Services Office for assistance.

The TCB is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters in tree branches. For more information on TCB and the

proposed rule, please see: https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus and for more information on WNS, please see: https://www.whitenosesyndrome.org/

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

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the projects as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely, Robin McWilliams Munson

Standard Recommendations:

- 1. Do not clear trees or understory vegetation outside the construction zone boundaries. (This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)
- 2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

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

Robin McWilliams Munson



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

July 17, 2024

Courtney Haverbusch 8415 E. 56th Street Indianapolis, Indiana 46216

Dear Courtney Haverbusch:

The proposed Boone County Bridge No. 61 Replacement project in Boone County, Indiana, (Des. No. 2101727), as referred to in your letter received July 15, 2024, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

JOHN ALLEN

Digitally signed by JOHN ALLEN Date: 2024.07.18 20:38:04 -04'00'

JOHN ALLEN State Soil Scientist

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

FA	U.S. Departmen	ū		TING					
PART I (To be completed by Federal Agency)			Date Of Land Evaluation Request						
Name of Project DES2101727_Boone Co Bridge 61			Federal Agency Involved						
Proposed Land Use			County and State Boone County, IN						
PART II (To be completed by NRCS)			Date Request Received By NRCS 7/18/2024			Person Completing Form:			
Does the site contain Prime, Unique, Statewide or Local Important Farmland'			ES NO	Acres Ir	gated Average Farm				
(If no, the FPPA does not apply - do not comp	plete additional parts of this form	e additional parts of this form)				367 ac			
Major Crop(s)		Farmable Land In Govt. Jurisdiction				Defined in FP	PA		
Corn		Acres: 253707 % 94			Acres: 24728% 91				
Name of Land Evaluation System Used LESA	Name of State or Local S	Name of State or Local Site Assessment System			Date Land Evaluation Returned by NRCS				
PART III (To be completed by Federal Agency)				Alternative Site Rating					
A. Total Acres To Be Converted Directly				Site A	Site B	Site C	Site D		
B. Total Acres To Be Converted Indirectly						1			
C. Total Acres In Site									
PART IV (To be completed by NRCS) Land	Evaluation Information								
A. Total Acres Prime And Unique Farmland				0.38					
B. Total Acres Statewide Important or Local Ir	mportant Farmland			0.00					
C. Percentage Of Farmland in County Or Loc	al Govt. Unit To Be Converted			<0.001					
D. Percentage Of Farmland in Govt. Jurisdicti	on With Same Or Higher Relati	ve Value		95					
PART V (To be completed by NRCS) Land E	Evaluation Criterion	2)		74					
Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106) Maximum Points				Site A	Site B	Site C	Site D		
Area In Non-urban Use			(15)	15					
2. Perimeter In Non-urban Use			(10)	10					
Percent Of Site Being Farmed			(20)	0					
Protection Provided By State and Local Government			(20)	20					
5. Distance From Urban Built-up Area			(15)	15					
6. Distance To Urban Support Services			(15)	0					
7. Size Of Present Farm Unit Compared To Average			(10)	0					
8. Creation Of Non-farmable Farmland			(10)	0					
9. Availability Of Farm Support Services			(5)	0					
10. On-Farm Investments			(20)	1					
11. Effects Of Conversion On Farm Support Services			(10)	0					
12. Compatibility With Existing Agricultural Use			(10)	0					
TOTAL SITE ASSESSMENT POINTS			160	61	0	0	0		
PART VII (To be completed by Federal Agency)									
Relative Value Of Farmland (From Part V)			100	74	0	0	0		
Total Site Assessment (From Part VI above or local site assessment)			160	61	0	0	0		
TOTAL POINTS (Total of above 2 lines)			260	135	0	0	0		
Site Selected: Site A	Date Of Selection July 19, 2	Of Selection July 19, 2024			Was A Local Site Assessment Used? YES NO NO				
Reason For Selection:									
The site is selected because of the need to address the deterioration of Boone County Bridge No. 61 to allow for continued vehicular crossing of Eagle Creek.									
Name of Federal agency representative completing this form: Courtney Haverbusch					D	Date: 07/18/2024			
(Con Instructions on voyens side)							1006 (02 02)		

(See Instructions on reverse side)

From: Turnbow, Alisha <ATurnbow@idem.IN.gov> Sent: Thursday, September 26, 2024 11:35 AM

To: Courtney Haverbusch

RE: Des. No. 2101727 Boone County Bridge #61 Replacement Project - WPA & SWA Subject:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Courtney,

Des No 2101727 is located in Pine Ridge's Wellhead Protection (WHP) Area. The contact for Pine Ridge is Mark Wisely and they can be reached at mbwisely@wiselycr.com and 317-758-5032.

Des No 2101727 is also located in Speedway Water Works' Source Water Assessment (SWA) Area. The contact for Speedway Water Works is

Ronnie E Smith and they can be reached at smith@speedwayin.gov and 317-513-3684.

Let me know what questions you have.

Sincerely,



Alisha Turnbow

Environmental Manager Office of Water Quality Drinking Water Branch, Groundwater Section

(317) 233-9158 • aturnbow@idem.IN.gov

Indiana Department of Environmental Management







IDEM values your feedback.



Please take two minutes and complete this brief survey

From: Courtney Haverbusch <chaverbusch@usiconsultants.com>



Sent: Friday, September 20, 2024 8:20 AM To: Turnbow, Alisha <ATurnbow@idem.IN.gov>

Subject: Des. No. 2101727 Boone County Bridge #61 Replacement Project - WPA & SWA

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

Hi Alisha.

I am working on the CE documentation for the Des. No. 2101727 Boone County Bridge #61 Replacement Project (Lat: 40.04745 Long: -86.27943). When checking the Wellhead Proximity Determinator, the project site comes up as within both a Wellhead Protection Area and a Source Water Area:

From: Ronnie Smith <rsmith@speedwayin.gov> Sent: Monday, September 30, 2024 2:36 PM

To: Courtney Haverbusch

RE: Boone County Bridge No. 61 Replacement (Des. 2101727) Early Coordination Letter Subject:

Follow Up Flag: Follow up Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Courtney,

This should not cause any issues for Speedway Water works Thanks.

From: Courtney Haverbusch <chaverbusch@usiconsultants.com>

Sent: Monday, September 30, 2024 2:32 PM To: Ronnie Smith <rsmith@speedwayin.gov>

Subject: Boone County Bridge No. 61 Replacement (Des. 2101727) Early Coordination Letter

Importance: High

Dear Interested Agency,

USI Consultants Inc. is preparing the Categorical Exclusion document for the above-referenced project. The attached letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project.

Following coordination with IDEM Groundwater, we learned that the bridge proposed for replacement is located within the Speedway Water Works' Source Water Assessment (SWA) Area. Please review the attached letter and let me know if you have any comments or questions regarding the project. I am more than happy to discuss further details with you if you'd like to give me a call back at the number listed below.

Thanks!

Courtney Haverbusch



Courtney Haverbusch

Environmental Specialist

513.917.0331

8415 East 56th Street, Indianapolis, IN 46216













Des. No. 2101727



From: Britney Walker

Sent: Britney Walker

Votober 1, 2024 11:05 AM

To: Courtney Haverbusch

Subject: Fwd: Boone County Bridge No. 61 Replacement (Des. 2101727) Early Coordination

Letter

Attachments: PastedGraphic-7.tiff; PastedGraphic-7.tiff; 2024-09-20 Boone County Bridge 61 (DES

2101727) Early Coordination Letter.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Courtney,

We have not questions regarding the below bridge replacement plan.

Thank you,

Britney R. Walker

317-758-5032 Office 317-758-5040 Fax 317-593-9875 Texting Only office@wiselycr.com www.wiselycr.com

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Begin forwarded message:

From: Mark Wisely <mbwisely@wiselycr.com>

Subject: Re: Boone County Bridge No. 61 Replacement (Des. 2101727) Early

Coordination Letter

Date: September 30, 2024 at 3:28:42 PM EDT **To:** Britney Walker < brwalker@wiselycr.com **Cc:** Tammie Pluchel tspluchel@wiselycr.com

I saw it and I have no questions it's going to be north of us it's not gonna affect us

Sent from my iPhone

On Sep 30, 2024, at 3:26 PM, Britney Walker < brwalker@wiselycr.com> wrote:

Mark, this email was originally sent to you. Tammie and I spoke with this gal on Friday. It doesn't sound like it will affect the park at all. They are looking to move forward quickly and had asked that we respond to the email with "no questions" if we were good.

Thanks,

Britney R. Walker

317-758-5032 Office 317-758-5040 Fax 317-593-9875 Texting Only office@wiselycr.com www.wiselycr.com

This email is intended solely for the named addressee(s) and may be confidential or contain privileged information. Review, disclosure, copying, distribution, or use of this email by anyone other than an intended recipient is strictly prohibited. If you received this email in error, please delete it from your system and notify the sender immediately. While precautions have been taken to help ensure no computer viruses are present, there is a risk whenever transmitting emails or downloading attachments. The sender will not be liable for any loss or damage resulting from any malware in this communication or for improper or incomplete transmission of its contents or for any delay in its receipt.

Begin forwarded message:

From: Courtney Haverbusch

<chaverbusch@usiconsultants.com>

Subject: Boone County Bridge No. 61 Replacement

(Des. 2101727) Early Coordination Letter Date: September 30, 2024 at 2:17:22 PM EDT

To: "brwalker@wiselycr.com"

 brwalker@wiselycr.com>

From: Courtney Haverbusch

Sent: Thursday, September 26, 2024 12:02 PM

To: mbwisely@wiselycr.com

Subject: Boone County Bridge No. 61 Replacement (Des. 2101727) Early

Coordination Letter Importance: High

Dear Interested Agency,



United States Department of the Interior



FISH AND WILDLIFE SERVICE

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

In Reply Refer To: 07/15/2024 18:12:01 UTC

Project Code: 2024-0005413

Project Name: Boone County Bridge No. 61 Project (Des. No. 2101727)

Subject: List of threatened and endangered species that may occur in your proposed project

location or may be affected by your proposed project

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office 620 South Walker Street Bloomington, IN 47403-2121 (812) 334-4261

PROJECT SUMMARY

Project Code: 2024-0005413

Project Name: Boone County Bridge No. 61 Project (Des. No. 2101727)

Project Type: Bridge - Replacement

Project Description: Boone County, with funding from the Federal Highway Administration

(FHWA) and oversight by the Indiana Department of Transportation (INDOT), intends to proceed with the replacement of Boone County Bridge No. 61 (Structure No. 06-00061) which conveys CR 1000 East

over Eagle Creek.

The proposed bridge replacement of Boone County Bridge No. 61 will consist of a three-span slab structure with a total length of approximately 100 feet. Approximately 900 feet of the approach roadway will be replaced as well as the approach slabs. The existing guardrail will be removed and upgraded. Work along the embankments will be necessary and will include the installation of scour protection. Utility relocations are likely to be required along the east side of CR 1000 E. Anticipated acreage of right-of-way acquisition will be in the amounts of less than 0.5 acre for temporary, and more than 0.5 acre for permanent. Maintenance of traffic (MOT) anticipates the full closure of CR 1000 East with utilization of US 421, SR 32, and CR 100 North during the construction of the bridge replacement.

Temporary lighting is anticipated for the replacement of the bridge. No permanent lighting is anticipated. Construction is anticipated in the Fall of 2026.

Suitable summer habitat for roosting by the Indiana bat and northern longeared bat (NLEB) is present within the project area. Tree clearing is anticipated within 100 feet of the edge of pavement in all four quadrants of the project area in the amount of 0.2 acre. A 0.5 mile check of the USFWS database was completed by the INDOT Crawfordsville District on January 31, 2023 and did not result in the presence of either endangered bat species in or within the 0.5 mile of the project area. The most recent INDOT Bridge Inspection occurred on September 28, 2022, and did not find evidence of bats using the structure. A structure inspection conducted by USI Consultants occurred on June 1, 2023, and did find evidence of use of the structure by bats in the form of guano. Three guano samples were collected on April 25, 2024, and a live bat was identified using the bridge at the time of the guano collection. The samples were collected and sent to the Northern Arizona University Species from Feces Lab. The analysis of the samples came back on July 4, 2024, and indicated the bat species present included the big brown bat (Eptesicus fuscus).

Additional resources, including the INDOT guano collection form, a map showing the location of the guano samples collected and the location of the live bat seen on April 25, 2024, photos of the guano and bat, the guano analysis results, and bridge plans, have been uploaded.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.047538,-86.27935140172397,14z



Counties: Boone County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA 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. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME STATUS

Indiana Bat *Myotis sodalis*

Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/5949

Northern Long-eared Bat Myotis septentrionalis

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045

Endangered

BIRDS

NAME STATUS

Whooping Crane *Grus americana*

Experimental

Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC,

Population,

NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species.

Non-

Species profile: https://ecos.fws.gov/ecp/species/758

Essential

INSECTS

NAME STATUS

Monarch Butterfly *Danaus plexippus*

Candidate

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743

CRITICAL HABITATS

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

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

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to <u>Bald Eagle Nesting and Sensitivity to Human Activity</u>

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME BREEDING SEASON

Bald Eagle Haliaeetus leucocephalus

Breeds Oct 15 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

https://ecos.fws.gov/ecp/species/1626

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

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

Breeding Season (

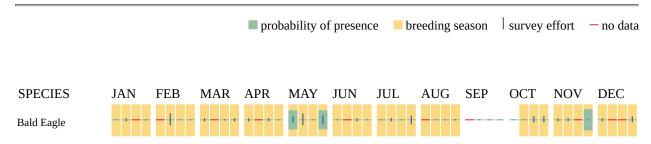
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (-)

A week is marked as having no data if there were no survey events for that week.



Non-BCC Vulnerable

Additional information can be found using the following links:

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

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

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

NAME	BREEDING SEASON
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Henslow's Sparrow <i>Centronyx henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Semipalmated Sandpiper <i>Calidris pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

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

Breeding Season (

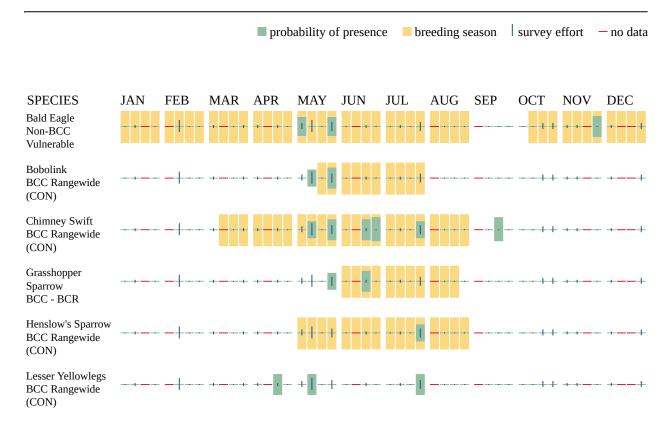
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

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

No Data (-)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

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

WETLANDS

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

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

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

RIVERINE

- R4SBC
- R2UBH

IPAC USER CONTACT INFORMATION

Agency: Private Entity

Name: Courtney Haverbusch Address: 8415 E 56th Street

City: Indianapolis

State: IN Zip: 46216

Email chaverbusch@usiconsultants.com

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: County of Boone



United States Department of the Interior



FISH AND WILDLIFE SERVICE

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

In Reply Refer To: 07/15/2024 20:06:54 UTC

Project code: 2024-0005413

Project Name: Boone County Bridge No. 61 Project (Des. No. 2101727)

Subject: Concurrence verification letter for the 'Boone County Bridge No. 61 Project (Des. No.

2101727)' project under the amended February 5, 2018, FHWA, FRA, FTA

Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects

within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated July 15, 2024 to verify that the **Boone County Bridge No. 61 Project (Des. No. 2101727)** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

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

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do <u>not</u> 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

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

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

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

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

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

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

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

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

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PROJECT DESCRIPTION

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

NAME

Boone County Bridge No. 61 Project (Des. No. 2101727)

DESCRIPTION

Boone County, with funding from the Federal Highway Administration (FHWA) and oversight by the Indiana Department of Transportation (INDOT), intends to proceed with the replacement of Boone County Bridge No. 61 (Structure No. 06-00061) which conveys CR 1000 East over Eagle Creek.

The proposed bridge replacement of Boone County Bridge No. 61 will consist of a three-span slab structure with a total length of approximately 100 feet. Approximately 900 feet of the approach roadway will be replaced as well as the approach slabs. The existing guardrail will be removed and upgraded. Work along the embankments will be necessary and will include the installation of scour protection. Utility relocations are likely to be required along the east side of CR 1000 E. Anticipated acreage of right-of-way acquisition will be in the amounts of less than 0.5 acre for temporary, and more than 0.5 acre for permanent. Maintenance of traffic (MOT) anticipates the full closure of CR 1000 East with utilization of US 421, SR 32, and CR 100 North during the construction of the bridge replacement.

Temporary lighting is anticipated for the replacement of the bridge. No permanent lighting is anticipated. Construction is anticipated in the Fall of 2026.

Suitable summer habitat for roosting by the Indiana bat and northern long-eared bat (NLEB) is present within the project area. Tree clearing is anticipated within 100 feet of the edge of pavement in all four quadrants of the project area in the amount of 0.2 acre. A 0.5 mile check of the USFWS database was completed by the INDOT Crawfordsville District on January 31, 2023 and did not result in the presence of either endangered bat species in or within the 0.5 mile of the project area. The most recent INDOT Bridge Inspection occurred on September 28, 2022, and did not find evidence of bats using the structure. A structure inspection conducted by USI Consultants occurred on June 1, 2023, and did find evidence of use of the structure by bats in the form of guano. Three guano samples were collected on April 25, 2024, and a live bat was identified using the bridge at the time of the guano collection. The samples were collected and sent to the Northern Arizona University Species from Feces Lab. The analysis of the samples came back on July 4, 2024, and indicated the bat species present included the big brown bat (Eptesicus fuscus).

Additional resources, including the INDOT guano collection form, a map showing the location of the guano samples collected and the location of the live bat seen on April 25, 2024, photos of the guano and bat, the guano analysis results, and bridge plans, have been uploaded.

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The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.047538,-86.27935140172397,14z



Des. No. 2101727

DETERMINATION KEY RESULT

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

QUALIFICATION INTERVIEW

- 1. Is the project within the range of the Indiana bat^[1]?
 - [1] See Indiana bat species profile

Automatically answered

Yes

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

Automatically answered

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

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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 <u>summer survey guidance</u> 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 <u>User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.</u>

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 <u>summer survey guidance</u> for our current definitions of suitable habitat. *Yes*
- 10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail? *No*
- 11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat.
 - [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.
 - [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.
 - [4] Negative presence/probable absence survey results obtained using the <u>summer survey guidance</u> are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

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- 12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?
 - [1] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)
 - [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

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

Yes

- 14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.
 - B) During the inactive season
- 15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?
 - [1] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)
 - [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

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

Yes

- 17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?
 - B) During the inactive season
- 18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces? *Yes*
- 19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

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

Yes

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

No

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

No

23. Does the project include slash pile burning?

No

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

 Yes
- 25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)
 - [1] See the Service's current <u>summer survey guidance</u> for our current definitions of suitable habitat. *Yes*
- 26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?
 - [1] See <u>User Guide Appendix D</u> 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

DesNo2101727_BooneCo61_StructureInpsection_20230601.pdf https://ipac.ecosphere.fws.gov/project/X5OJXIUONBHZLILSKABIMQYHCU/projectDocuments/133364327

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27. Did the bridge assessment detect any signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.) $^{[1]}$?

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

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

No

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

No

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

No

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

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

Yes

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

No

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

No

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

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

Yes

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

No

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

40. General AMM 1

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

Yes

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41. Tree Removal AMM 1

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

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

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

Yes

42. Tree Removal AMM 3

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

Yes

43. Tree Removal AMM 4

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

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

Yes

44. Lighting AMM 1

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

Yes

PROJECT QUESTIONNAIRE

1. Please describe the proposed bridge work:

The proposed project includes the replacement of Boone County No. 61 with a three-span flat slab structure with a total length of approximately 100 feet.

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

Fall 2026

3. Please enter the date of the bridge assessment:

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6/1/23 & 4/25/2024

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

No

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

Yes

- 6. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?
 - [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number. 0.20

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or

documented foraging habitat any time of year.

GENERAL AMM 1

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

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

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

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

This decision key should <u>only</u> be used to verify project applicability with the Service's <u>amended February 5</u>, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is <u>not</u> 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.

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IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation

Benjamin Neild Name: Address: 41 W. 300 N. City: Crawfordsville

State: IN Zip: 47933

Email bneild@indot.in.gov

Phone: 7653615259

Des. No. 2101727

Bridge/Structure Bat Assessment Form

		_									
	te & Time Assessment		<u>DT Project</u> <u>umber</u>		oute/Facility arried			Co	ounty		
	<u>deral</u> ucture ID		ructure Coordinates titude and longitude)		ructure Height oproximate)				ructure ngth		
St	ructure Type (check one)			St	ructure Mat	eri	al (check all	th	at apply)		
-	dge Construction Style				eck Material		eam Material		nd/Back Wa	II Ma	aterial
	Cast-in-place		Pre-stressed Girder		Metal		None		Concrete		
				<u>. </u>	Concrete		Concrete		Timber		
	Flat Slab/Box	1	Steel I-beam	-	Timber		Steel		Stone/Masonr	У	
	A A A			┢	Open grid Other:		Timber Other:		Other:	_	
	Truss / VIVI		Covered				Other.	Cı	reosote Evid	denc	e No
	Parallel Box Beam		Other:	Сι	ulvert Material			N / -	Unknown		INO
Ь.	lvert Type	0	ther Structure		Metal Concrete			INC	otes:		
-	Box	Į.			Plastic						
-	Pipe/Round	ł		-	Stone/Masonry						
	Other:	٠,		Ļ	Other:			١,			
_	ossings Traversed (check all th	at		Sı	urrounding	на	bitat (check	all)	
-	Bare ground		Open vegetation	<u> </u>	Agricultural				Grassland		
-	Rip-rap		Closed vegetation	<u> </u>	Commercial				Ranching		
-	Flowing water		Railroad	_	Residential-urbar	1			Riparian/wetla	nd	
_	Standing water		Road/trail - Type:	┢	Residential-rural				Mixed use		
	Seasonal water		Other:		Woodland/foreste	ea			Other:		
Ar	eas Assessed (check all that ap	ply	/)								
			esent in the structure, check the "not pres								
Do	cument all bat indicators observed during	g th	e assessment. Include the species prese	ent,	if known, and p	rovi	de photo docur	ner	ntation as ind	icate	d.
Ar	ea (check if assessed)	Α	ssessment Notes	E۱	vidence of E	at	s (include ph	not	os if prese	nt)	
	All crevices and cracks:	-	Not present	F	1	-	c (morado pr	C	Audible	111	Species
	Bridges/culverts: rough surfaces or		Not present	1	Visual - live #		dead #	_	Odor	-	Opecies
	imperfections in concrete				Guano		dodd ii		Photos		
	•				Staining				1 110100		
	Other structures: soffits, rafters, attic				<u> </u>					<u> </u>	
	areas		Not present	+	ı			-	Audible		Species
	Concrete surfaces (open roosting on		Not present	-	Visual - live #		dead #		Odor		Species
	concrete)				Guano		dead #		Photos		
	concrete			\vdash	Staining				1 110103		
			Not present	H					Audible		Species
$\overline{}$	Spaces between concrete end walls		1	1	Visual - live #		dead #		Odor		
Щ	and the bridge deck				Guano				Photos		
	3				Staining				•		
	Crack between concrete railings on top		Not present						Audible		Species
	of the bridge deck Gap				Visual - live #		dead #		Odor		<u> </u>
Щ	Railing				Guano				Photos		
	Kalling				Staining						
			Not present						Audible		Species
	Vertical surfaces on concrete I-beams				Visual - live #		dead #		Odor		
					Guano				Photos		
Н			In .	-	Staining				La est		lo ·
			Not present	-	Vigual live #		dood #		Audible		Species
\square	Spaces between walls, ceiling joists				Visual - live # Guano		dead #		Odor	_	
				-	Staining				Photos		
		H	Not present	┢	Gtairing				Audible		Species
—	Weep holes, scupper drains, and		Not present	1	Visual - live #		dead #	_	Odor	-	Opecies
	inlets/pipes			\vdash	Guano		dodd ii		Photos	_	
	111010/01000				Staining						
Ħ		Ħ	Not present	T	1				Audible		Species
	All guidoroile		· ·	1	Visual - live #		dead #		Odor		- ·
Щ	All guiderails				Guano				Photos		
		L			Staining						
П			Not present						Audible		Species
	All expansion joints			L	Visual - live #		dead #		Odor		
ш	7 iii Oxpanoion jointo	ĺ			Guano				Photos		
Ш		L		L	Staining						
Na	nme:			Si	gnature:	Ri	th Hoor	é			

Photos Taken: 6/22/22 and 6/1/23

CR 1000 East Bridge No. 61 Replacement Project City of Rosston, Boone County, Indiana Des. No. 2101727



Photo 1: Looking south along CR 1000 at Structure #06-00061 (6/22/22).



Photo 2: Looking north along CR 1000 from Structure #06-00061 (6/22/22).

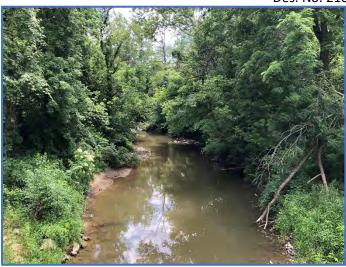


Photo 3: Looking northeast upstream Big Eagle Creek from Structure #06-00061 (6/22/22).



Photo 3: Looking west downstream Big Eagle Creek from Structure #06-00061 (6/22/22).

Photos Taken: 6/22/22 and 6/1/23

CR 1000 East Bridge No. 61 Replacement Project City of Rosston, Boone County, Indiana Des. No. 2101727



Photo 5: Looking south along CR 1000 from Structure #06-00061 (6/22/22).



Photo 6: Looking north under Structure #06-00061 at staining (6/1/23).



Photo 7: Looking north under Structure #06-00061 at bat guano in riprap (6/1/23).



Photo 8: Looking southwest under Structure #06-00061 at staining on south abutment (6/1/23).

APPENDIX D

Section 106 of the National Historic Preservation Act

SECTION 1

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

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

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

Original Submission Date: October 26, 2023 Amended Submission Date*:

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

Submitted By (Provide Name and Firm/Organization):

Sydney Heidenreich Metric Environmental, LLC 6958 Hillsdale Court Indianapolis, IN 46250 317.981.2867 Sydneyh@metricenv.com

Project Designation Number: 2101727

Route Number: County Road 1000 East (CR 1000E)

Feature crossed (if applicable): Big Eagle Creek

City/Township: Union Township County: Boone County

Project Description: *

The proposed project involves the replacement of Boone County Bridge No. 61 (NBI No. 0600044), which carries County Road 1000 East over Big Eagle Creek, located approximately 0.4 miles north of State Road 32, in Union Township, Boone County, Indiana. In addition to a full bridge replacement, the proposed undertaking also includes minor grade raise, roadway and embankment widening, utility relocation, and tree mitigation. Approximately 1,000 total feet of approach roadway work would be necessary (500 feet both north and south of the bridge). The total project length is 1,100 feet. The project width will be 75 ft on either side of the centerline of County Road 1000 East and also extend 150 feet up and downstream. The total project encompasses approximately 3.8 acres. The purpose of the project is to achieve a condition rating of "7" or greater on all the bridge elements. The need for this bridge is due to the existing structure showing signs of deterioration in the superstructure and substructure.

The existing structure, Boone County Bridge No. 61 (NBI No. 0600044), is a single-span prestressed concrete box beam structure. It is 68.5-foot long and was constructed in 1925, with reconstruction in 1965. The deck shows minor seepage between the beams and there is pavement shoulder erosion at the exterior corners. The superstructure shows minor seepage between the beams. The bridge rail is too low and there is a need for newer box beams on the older abutments. There is minor spalling in the east coping beam at the rail post connections and it is missing the rods in the same coping beam. The substructure is spalled, cracked, and deteriorated. The south abutment is cracked along the southwest wingwall under the bearing area. The north abutment is cracked along the northeast wingwall. Both

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abutments are deteriorating and worn with abrasions. There is minor erosion at the banks and along the northwest ditch line.

The proposed replacement bridge would be a three-span concrete structure of approximately 100 feet in length on existing horizontal alignment carrying two 10-foot lanes with four-foot shoulders. The roadway section would be widened to two 10-foot lanes with four-foot, four-inch paved shoulders. It is anticipated that County Road 1000 East would experience a full road closure during construction. It is estimated that more than 0.5 acres of right-of-way would be needed for the project.

The maintenance of traffic plan is to close CR 1000E and establish a detour using CR 100 N, US 421, CR 1100 E, or CR 1200 E. Access to all properties will be maintained throughout construction.

It is anticipated that 0.9 acre of permanent right-of-way (ROW) and 0.02 acre of temporary ROW will be acquired for this project.

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

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

Boone County Bridge No. 61 (NBI No. 0600044) carries County Road 1000 East over Big Eagle Creek. It is a prestressed concrete box beam structure.

0 1	projects, is the bridge included in INDOT's Historic Bridge Inventory
(https://ww	v.in.gov/indot/2531.htm)?
⊠Y	es 🗆 No
•	s, did the inventory determine the bridge eligible for or listed in the National Register of oric Places? Please provide page # of entry in Historic Bridge Inventory.
$\square Y$	es 🛮 No
Inve	ntory Page #292
Will there b ☑ Yes	e right-of-way acquisition as part of this project? □ No
If yes was cl	necked above, please check all that apply:
⊠ Permane	nt ☑ Temporary ☐ Reacquisition
	e, identify right-of-way acquisition locations in text below and in attached mapping. Please much (both temporary and permanent) and indicate what activities are included in the
	of 0.9 acre of permanent right-of-way is needed. Temporary right-of-way in the amount of 0.02 acr
Is there <u>any</u> staging, etc.	potential for additional temporary right-of-way to be needed later for purposes such as access,?
□ Yes	$oxed{oxed}$ No
Archaeolog	(check one): All proposed activities are presumed to occur in previously disturbed soils*

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

Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming*

* If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow) *: *Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

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

Des. No. 2101727

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Chook T :f SEC	TION 2. Minon	Ducianta DA Cata	agowy D. O. Conditi	on D : a 1	on D ii h 2 Suhmissis	
included.	if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is Completed by INDOT-CRO Ints will be shown in red font. Troject location map ☑ USGS map ☑ Aerial photograph ☑ Soil survey data ☑ Troject area photos ☑ Archaeology Reports ☑ Historic Property Reports ☐ Sistoric Buildings, Bridges, and Cemeteries Map/Interim Report ☑					
Part II: Comple	eted by INDOT-	I by INDOT-CRO shown in red font. tion map ☑ USGS map ☑ Aerial photograph ☑ Soil survey data ☑ photos ☑ Archaeology Reports ☑ Historic Property Reports □ Idings, Bridges, and Cemeteries Map/Interim Report ☑ formation/BIAS ☑ Historic Bridge Inventory Database ☑ SHAARD GIS ☑ Streetview Imagery ☑ County GIS Data/Property Cards ☑				
Amendments will	be shown in red	font.				
General project lo	ocation map 🛛	USGS map ✓	Aerial photogr	raph 🛮	Soil survey data	I
General project a	rea photos 🛮	Archaeolog	y Reports 🛮	Hist	toric Property Reports I	コ
Indiana Historic I	Buildings, Bridge	es, and Cemeteries	Map/Interim Repo	rt 🛛		
Bridge inspection	information/BIA	AS 🛮	Historic Bridge In	ventory Da	atabase 🛮	
SHAARD 🛮	SHAARD GI	S 🛮 Streetv	iew Imagery ⊠	County	GIS Data/Property Car	ds 🛮
Other (please sp	ecify):					
2024 Phase Ia 0600044) CR No. 2101727,	Archaeological I 1000 E Over Biz Archaeological	Reconnaissance Si g Eagle Creek Pro Short Report prep	ject, Union Townshoared by Metric En	hip, Boone	County, Indiana (IND)	OT Des.
•		-		_		
			-		- —	
		iinimis impact to ents Section belo		t ected hist es □	oric resource? If yes, no ⊠	please
Additional Com			y -			

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Boone County. No listed resources are present within 0.25 mile of the project area, a distance that serves as an adequate area of potential effects given the project scope and terrain.

The National Register & IHSSI information for Boone County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Boone County Interim Report* (1982; Union Township) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up to date IHSSI information. The following IHSSI documented properties rated above "Contributing" are located within 0.25 mile of the project area:

- IHSSI# 011-552-30026, Wilson Barn, 1928, Vernacular Dairy Barn, rated "Notable"

According to the IHSSI rating system, generally properties rated "Contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated "Notable" might

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possess the necessary level of significance after further research. Properties rated "Outstanding" usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Boone County GIS website. The project area is located in a rural area with a thick line of trees along both the eastern and western sides. Due to the topography of the area and the thick lines of trees limiting the viewshed, only resources immediately adjacent to the project area were reviewed. The immediately adjacent building stock consists of mid-twentieth to early twenty-first century residential and agricultural structures. None appear to possess the significance and/or integrity to be considered National Register eligible.

The most recent inspection report (B. Spear; 09/28/2022) was accessed via the INDOT Bridge Inspection Application System (BIAS). The subject structure (INDOT Bridge # 06-00061; NBI No. 0600044) carries CR 1000E over Big Eagle Creek and is a one (1) span, prestressed concrete box beam bridge. The bridge was built in 1965. The Indiana Historic Bridge Inventory (M & H Architecture, Inc., 2009) lists the bridge as "Non-Historic" (Vol. 2; Section 2, pg. 292); therefore, the bridge is not eligible for inclusion in the National Register of Historic Places.

There are no above-ground concerns at this time so long as the project scope remains unchanged.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by Metric Environmental (Stevenson and Snell 2024). No archaeological sites were previously recorded within or adjacent to the project area.

A 1.5 hectares (3.8 acres) survey area was investigated via a combination of shovel probes (n=39), Oakfield soil probes (n=15), and visual inspection of obviously disturbed areas. No archaeological resources were documented as a result of the survey and no additional investigation is recommended (Stevenson and Snell 2024).

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

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

INDOT-CRO staff reviewer(s): Haley Brinker and Dawn Alexander

INDOT Approval Date: March 15, 2024

Amendment Approval Date (if applicable):

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

APPENDIX E

Red Flag Investigation and Hazardous Materials



Date: March 16, 2023

To: Site Assessment & Management (SAM)

Environmental Policy Office - Environmental Services Division (ESD)

Indiana Department of Transportation (INDOT)

100 N Senate Avenue, Room N758-ES

Indianapolis, IN 46204

From: Shampaygne Jeffries

USI Consultants, Inc. 8415 East 56th Street Indianapolis, IN

sjeffries@usiconsultants.com

Re: RED FLAG INVESTIGATION

DES #2101727, Local Project Bridge Replacement Project

CR 1000 East over Big Eagle Creek, 0.45 Mile North of SR 32

Boone County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The project is located along CR 1000 East near the City of Zionsville, crossing Big Eagle Creek, in Sections 34 and 35, Township 19 North, Range 2 East, Union Township, Boone County, Indiana. The scope of work includes the replacement of the existing Boone County Bridge #61 which carries CR 1000 East over Big Eagle Creek. The final bridge type is still under consideration but may be a single-span bulb-tree girder or a three-span slab structure. The proposed scope of work also includes a full-depth replacement of approximately 900 feet of approach HMA pavement, construction of approach slabs, upgrading guardrail, work along the embankment slopes, and a minor grade raise along the roadway. Utility relocations may be necessary. The project is anticipated to require temporary and permanent right-of-way but final amounts will be dependent upon the selection of the replacement structure type. Excavation is anticipated to be a maximum of 6 feet below ground surface. The maintenance of traffic will involve a full closure and use of a detour. Design elements will be finalized as project development advances.

Bridge Work Included in Project: Yes \boxtimes No \square Structure #(s) <u>06-00061/ NBI #0600044</u> If this is a bridge project, is the bridge Historical? Yes \square No \boxtimes , Select \square Non-Select \square (Note: If the project involves a <u>historical</u> bridge, please include the bridge information in the Recomm Section of the report).	endations
Culvert Work Included in Project: Yes □ No ⊠ Structure #(s)	
Proposed right of way: Temporary $oxtimes$ # Acres <0.50, Permanent $oxtimes$ # Acres >0.50, Not Applicable $oxtimes$	
1	l Page

Red Flag Investigation, DES #2101727

1

Type and proposed depth of excavation: Excavation at a depth of 6 feet below ground surface (bgs) is anticipated to replace the interior bridge piers.

Maintenance of traffic (MOT): Preliminary maintenance of traffic intends to utilize a full closure of CR 1000 East at the structure and a detour route.

State Project: ☐ LPA: ⊠

Any other factors influencing recommendations: N/A

Work in waterway: Yes \boxtimes No \square Below ordinary high water mark: Yes \boxtimes No \square

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:						
Religious Facilities N/A Recreational Facilities 1						
Airports ¹	1	Pipelines	N/A			
Cemeteries	3	Railroads	N/A			
Hospitals	N/A	Trails	1			
Schools	N/A	Managed Lands	N/A			

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

Explanation:

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Indianapolis Terry Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 1.24 miles southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: Three (3) cemeteries are located within the 0.5 mile search radius. The nearest cemetery, CR-06-82, is mapped adjacent to the northwest quadrant of the project area. A review of USGS topographic maps and the Indiana Buildings, Bridges, and Cemetery Map indicate that this is a historic family cemetery located in the woods approximately 0.02 mile west project area. A Cemetery Development Plan may be required since the project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. Hawthorn Trails Girl Scout Camp is incorrectly mapped 0.29 mile north of the project area; however, it is located 17.84 miles south of the project area. No impact is expected.

Trails: One (1) trail segment, Lebanon East to the County Line, is located within the project area. Coordination with Boone County Area Plan Commission will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of options please indicate N/A:	concern found wit	hin the 0.5 mile search radius. If th	nere are no items,				
NWI - Points N/A Canal Routes – Historic N/A							
Karst Springs	N/A	NWI – Wetlands	6				
Canal Structures – Historic	N/A	Lakes	N/A				
NPS NRI Listed	N/A	Floodplain – DFIRM	13				
NWI-Lines	3	Cave Entrance Density	N/A				
IDEM 303d Listed Streams and Lakes (Impaired)	6	Sinkhole Areas	N/A				
Rivers and Streams	12	Sinking-Stream Basins	N/A				

Explanation:

NWI-Lines: Three (3) NWI-Line segments are located within the 0.5 mile search radius. The nearest NWI-Line is located within the project area. A Waters of the US Report is recommended based on the mapped features, and coordination with the appropriate agency, if applicable, will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Six (6) 303d Listed Rivers and Streams are located within the 0.5 mile search radius. Big Eagle Creek and UNT to Big Eagle Creek are located within the project area. Big Eagle Creek and UNT to Big Eagle Creek are listed as impaired for *E. coli*, PCBs, and IBC.

- Concerning Impaired Biotic Communities (IBC), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.
- Big Eagle Creek and UNT to Big Eagle Creek are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.
- Big Eagle Creek and UNT to Big Eagle Creek are impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT SAM will occur.

Rivers and Streams: Twelve (12) stream segments are located within the 0.5 mile search radius. Big Eagle Creek and UNT to Big Eagle Creek are located within the project area. A Waters of the US Report is recommended based on the mapped features, and coordination with the appropriate agency, if applicable, will occur.

NWI — Wetlands: Six (6) wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.05 mile northwest of the project area. A Waters of the US Report is recommended based on the mapped features, and coordination with the appropriate agency, if applicable, will occur.

Floodplain – DFIRM: Thirteen (13) floodplain polygons are located within the 0.5 mile search radius. The project is located within one (1) of the floodplain polygon. Coordination with the appropriate agency will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

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

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items,								
please indicate N/A:								
Superfund	N/A							
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A					
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A					
State Cleanup Sites	N/A	Waste Transfer Stations	N/A					
Septage Waste Sites	N/A	Tire Waste Sites	N/A					
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A					
Voluntary Remediation Program	N/A	Brownfields	N/A					
Construction Demolition Waste	N/A	Institutional Controls	N/A					
Solid Waste Landfill	N/A	NPDES Facilities	3					
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	1					
Leaking Underground Storage (LUST) Sites	1	Notice of Contamination Sites	N/A					

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

Explanation:

Leaking Underground Storage (LUST) Sites: One (1) LUST site is located within the 0.5 mile search radius. The Vacant Lot (AI ID#4992) is located approximately 0.45 mile southwest from the southwest quadrant of the project area. No impact is expected.

NPDES Facilities: Three (3) NPDES Facilities are located within the 0.5 mile search radius. The nearest facility, Pine Ridge Estates Mobile Home Community (Active Permit #IN0025569), is located approximately 0.25 mile southwest of the project area. No impact is expected.

NPDES Pipe Locations: One (1) NPDES Pipe Location is located within the 0.5 mile search radius. Pine Ridge Estates Mobile Home Community (NPDES ID #IN0025569), is located approximately 0.25 mile southwest of the project area. No impact is expected.

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ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by forested and agricultural lands. The September 28, 2022 inspection report for Bridge #06-00061 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Indianapolis Terry Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 1.24 mile southeast of the southeast quadrant of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: The nearest cemetery, CR-06-82, is mapped adjacent to the northwest quadrant of the project area. A Cemetery Development Plan may be required since the project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Trails: One (1) trail, Lebanon east to the county line, is located within the project area. Coordination with Boone County Area Plan Commission will occur.

WATER RESOURCES:

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

- One (1) NWI-Line crosses the project area.
- One (1) wetland is located 0.05 mile northwest of the project area.
- Two (2) stream segments, Big Eagle Creek and UNT to Big Eagle Creek, flow through the project area.
- The project area is located within a floodplain (coordination only).

IDEM 303d Listed Streams and Lakes (Impaired): Big Eagle Creek and UNT to Big Eagle Creek are located within the project area and are listed as impaired for *E. coli*, PCBs, and IBC.

- Concerning Impaired Biotic Communities (IBC), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.
- Big Eagle Creek and UNT to Big Eagle Creek are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.
- Big Eagle Creek and UNT to Big Eagle Creek are impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is
 considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers
 will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may
 be necessary. Coordination with INDOT SAM will occur.

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MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

Dariane

Digitally signed by Dariane Davis

INDOT ESD concurrence: Davis

Date: 2023.03.16 11:26:59 -04'00' (Signature)

Prepared by: Shampaygne Jeffries Environmental Specialist USI Consultants, Inc.

Graphics:

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

SITE LOCATION: YES

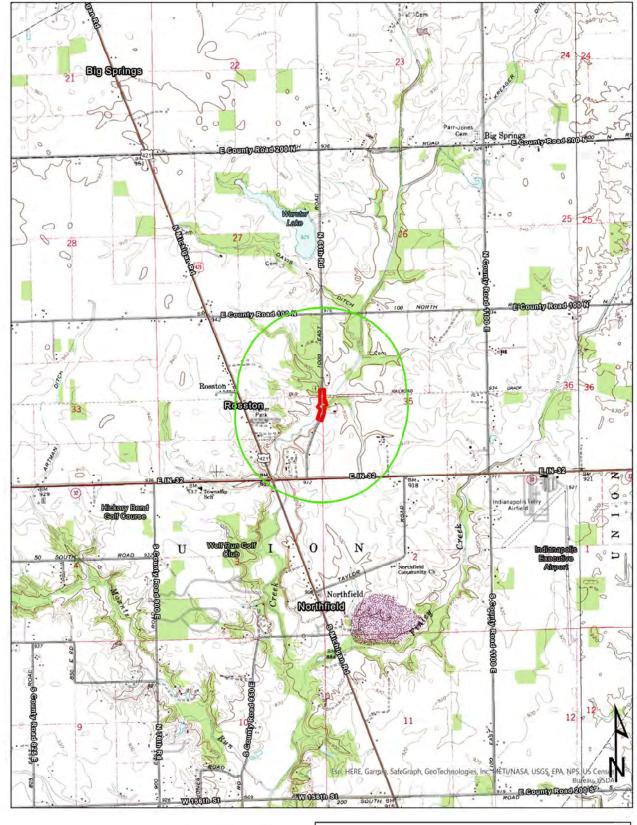
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location CR 1000 East over Big Eagle Creek, 0.45 Mile North of SR 32 Des. No. 2101727, Bridge Replacement Project Boone County, Indiana



Sources:

Non Orthophotography

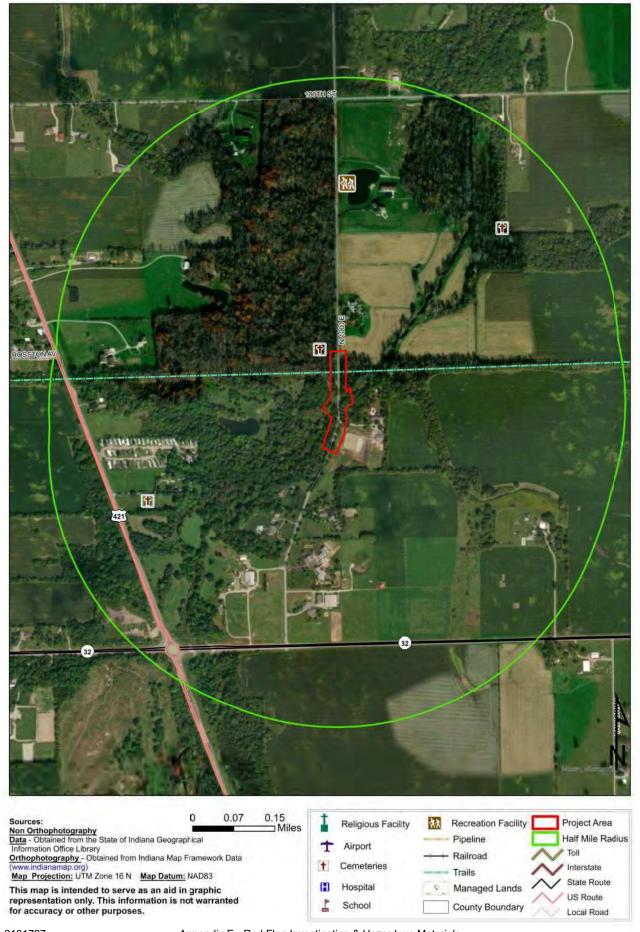
Data - Obtained from the State of Indiana Geographical
Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data

Map Projection: UTM Zone 16 N Map Datum: NAD83
This map is intended to serve as an aid in graph

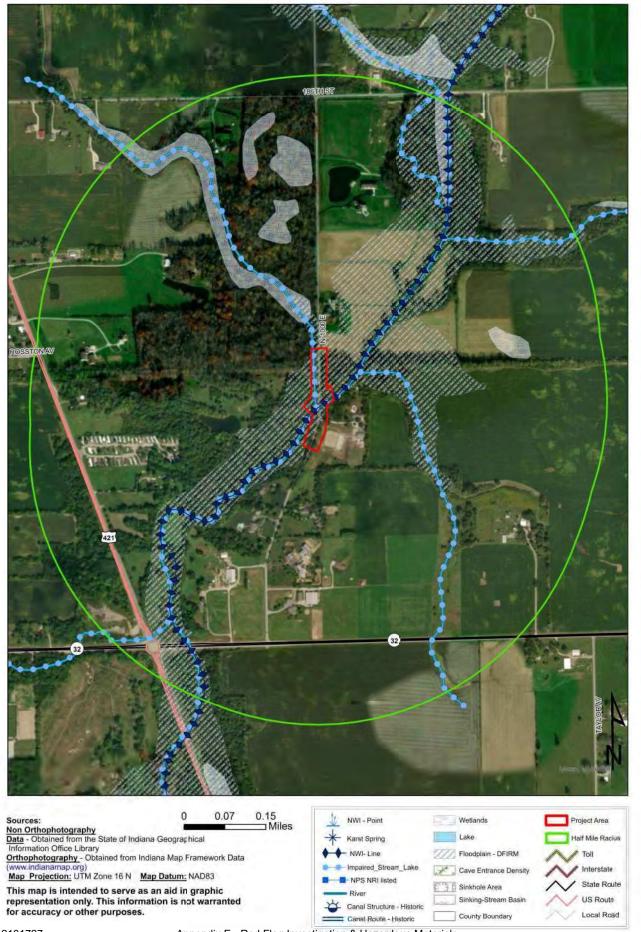
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

ROSSTON QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

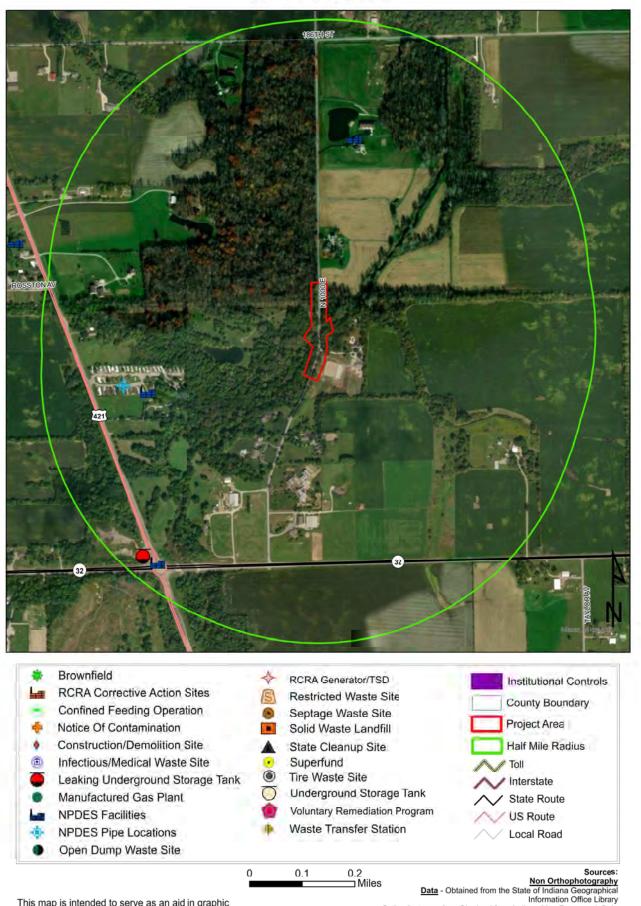
Red Flag Investigation - Infrastructure CR 1000 East over Big Eagle Creek, 0.45 Mile North of SR 32 Des. No. 2101727, Bridge Replacement Project Boone County, Indiana



Red Flag Investigation - Water Resources CR 1000 East over Big Eagle Creek, 0.45 Mile North of SR 32 Des. No. 2101727, Bridge Replacement Project Boone County, Indiana



Red Flag Investigation - Hazardous Material Concerns CR 1000 East over Big Eagle Creek, 0.45 Mile North of SR 32 Des. No. 2101727, Bridge Replacement Project Boone County, Indiana



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

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N Map Datum: NAD83

From: <u>INDOT esd.sam</u>

To: <u>Courtney Haverbusch</u>; <u>INDOT esd.sam</u>

Cc: Washburn, Peter; Davis, Dariane; O"Neal, Shelby

Subject: RE: Des. No. 2101727 Boone County Bridge No. 61 Replacement Project - Eagle Creek PCBs Coordination

Date: Friday, August 16, 2024 10:37:20 AM

Attachments: <u>image015.png</u>

image018.png image019.png image020.png image021.png image022.png image023.png image024.png image025.png image026.png image027.png image028.png image029.png image029.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Courtney,

Thank you for the question. Yes, SAM will recommend a Phase II LSI on the sediment and the water.

Let me know if you need anything else.

Best

Tracy

Biologists are just a bunch of cells talking about other cells.

Tracy Barnes

LPA and Major Projects Coordinator, Site Assessment and Management (SAM) Team

Indiana Department of Transportation

100 North Senate Ave., N758 — Environmental Services Division (ESD)

Indianapolis, IN 46204 **Cell:** 317-607-4958

Email: trabarnes@indot.in.gov





From: Courtney Haverbusch <chaverbusch@usiconsultants.com>

Sent: Thursday, August 15, 2024 4:45 PM **To:** INDOT esd.sam <esd.sam@indot.IN.gov>

Subject: Des. No. 2101727 Boone County Bridge No. 61 Replacement Project - Eagle Creek PCBs

Importance: High

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

INDOT SAM,

I am reaching out to complete coordination required for the environmental document for the above referenced Boone County Bridge No. 61 Replacement Project (Des. No. 2101727). In the approved RFI, it was noted that both Eagle Creek and UNT2 to Eagle Creek within the project area are listed as impaired for E. coli, IBC, and PCBs. Both Eagle Creek and UNT2 to Eagle Creek are anticipated to be impacted by the project. Work below the OHWM of Eagle Creek is anticipated due to pier construction and work within UNT2 to Eagle Creek is anticipated due to the replacement of a pipe under a private drive north of the bridge and west of CR 1000 E.

Due to the documented presence of PCBs within these two waterways which will be disturbed by the project, will INDOT SAM be requiring a Phase II LSI be completed prior to construction?

Let me know if you have any questions or need any additional information from me. Thanks!

Courtney



Courtney Haverbusch

Environmental Specialist







8415 East 56th Street, Indianapolis, IN 46216















APPENDIX F Water Resources

Waters of the U.S. Determination Boone County Bridge No. 61 Boone County, Indiana Des. No. 2101727

Date of Field Reconnaissance:

June 1, 2023

Report Completion Date:

December 11, 2023

Project Location:

Sections 34 and 35, Township 19 N, Range 2 E Rosston U.S. Geological Survey (USGS) 7.5-minute Topographic Quadrangle Boone County, Indiana 40.047477°, -86.279447°

Project Description:

The project includes the replacement of Boone County Bridge No. 61 (Structure No. 06-00061) which conveys CR 1000 E over Eagle Creek. The final bridge type is still under consideration and may be a three-span slab structure or a single span bulb tree girder. Approximately 900 feet of the approach roadway will be replaced as well as the approach slabs. The existing guardrail will be removed and upgraded. Work along the embankments will be necessary and likely will include the installation of scour protection. Utility relocations are likely to be required along the east side of CR 1000 E. Permanent and temporary right-of-way are likely to be required.

Field investigations occurred on June 1st, 2023 for the Boone County Bridge No. 61 project. Field investigations identified three streams, Eagle Creek and two unnamed tributaries (UNTs) to Eagle Creek, and one roadside ditch within the investigated area. The surrounding landscape is comprised of rural residential properties, active agricultural, and forested riparian. The investigated areas falls within the mapped floodway of Eagle Creek according to the Indiana Department of Natural Resources (INDR) Best Available Flood Hazard.

The project is located within the Tipton Till Plain physiographic division of Indiana, which is outside the Potential Karst Features Region identified in the July 15th, 2021, Karst Memorandum of Understanding between the Indiana Department of Transportation (INDOT), IDNR, Indiana Department of Environmental Management (IDEM), and the U.S. Fish and Wildlife Service (USFWS).

Soil Information:

According to the Natural Resources Conservation Service (NRCS) 2019 Soil Survey (SSURGO) for Boone County, Indiana, the project area contains soil areas with nationally listed hydric soils.

Table 1: Soil Map Data:

Soil Name	Symbol	NRCS Flood Frequency	NRCS Drainage Class	NRCS Hydric Category	Hydric Rating
Eel and Beckville soils, 0 to 2 percent slopes, occasionally flooded, very brief duration	EdeAW	Occasional	Moderately well drained	Predominantly Non-Hydric (1- 32%)	3%
Miami silt loam, 2 to 6 percent slopes, eroded	MnpB2	None	Moderately well drained	Predominantly Non-Hydric (1- 32%)	5%
Shoals silt loam, 0 to 2 percent slopes, occasionally flooded, very brief duration	SIdAW	Occasional	Somewhat poorly drained	Predominantly Non-Hydric (1- 32%)	5%
Strawn loam, 25 to 70 percent slopes	SvqG	None	Well drained	Non-Hydric (0%)	0%

National Wetland Inventory (NWI) Information:

There are no National Wetland Inventory (NWI) wetlands located within or adjacent to the investigated area.

HUC (12 Digit):

The Boone County Bridge No. 61 Project is located within the 051202011103 (Finley Creek-Eagle Creek) 12-digit HUC.

National Hydrography Dataset (NHD) and Flood Zones:

The USGS National Hydrography Dataset (NHD) mapped three streams features within the investigated area. One feature is mapped as a Stream/Ditch and corresponds to Eagle Creek. Two are mapped as Canal/Ditch and correspond to UNTs to Eagle Creek. A review of the Rosston 1:24,000 topographic quadrangle identified one solid blue line feature and one dashed blue line feature within the study area. The investigated area is located within the mapped floodway for Eagle Creek.

Field Reconnaissance:

Prior to site investigation, desktop and database reconnaissance was performed. Aerial imagery, USFWS NWI map, and the NRCS Web Soil Survey for the project site were analyzed to determine possible water and wetland resources in the area. Field investigations were conducted on June 1, 2023. Weather on the day of the field investigation was sunny and typical for this time of year. The previous rain event occurred on May 31, 2023, and totaled 0.29 inch.

Water resource boundaries were mapped using a Trimble R1 receiver and Field Maps as the GIS data collection platform. For those features that identified bed and bank, the ordinary high water mark (OHWM) measurements were taken outside the influence of the structure, in the location most resembling the natural stream environment.

Stream Features: Three stream features (Eagle Creek, UNT 1 to Eagle Creek, and UNT 2 to Eagle Creek) were identified within the survey area.

<u>Eagle Creek</u>: Eagle Creek is identified as a solid blue line feature on the USGS Topographic mapping. Field investigations determined that Eagle Creek is a perennial stream that flows from the northeast to southwest through the investigated area. Approximately 295 feet of Eagle Creek is within the investigated area. The OHWM

was taken upstream of the structure and measured 32.25 feet wide by 1.0 foot deep with an upstream drainage area of 26.752 square miles. Riffles were present, however no pools were identified during field investigations. The substrate was comprised of sand (90%) and cobble (10%). The riparian corridor was wooded and provided overhanging vegetation. Fish were seen within the stream during the field investigation. According to the IDNR Indiana Floodplain Information Portal (INFIP), the investigated area is within the floodway of Eagle Creek and the base floodplain elevation (BFE) is 893.63. Based on flow regime, presence of biota in the stream, and substrate this reach of Eagle Creek would be considered of average quality.

Eagle Creek is a perennial relatively permanent water (RPW) with a downstream connection to the West Fork of the White River, a traditionally navigable waterway (TNW) within Indianapolis, Marion County. The West Fork of the White River is navigable throughout all of Marion County. Eagle Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to a TNW downstream of the project. This stream is not subject to the USACE jurisdiction under Section 10 of the River and Harbors Act.

<u>UNT 1 to Eagle Creek:</u> UNT 1 to Eagle Creek is an ephemeral stream that was identified during field investigations along the east side of CR 1000 E and flows from north to south through the investigated area. UNT 1 to Eagle Creek is not identified as a blue line feature on USGS Topographic mapping. Approximately 160 feet of UNT 1 to Eagle Creek is within the investigated area. The OHWM was taken in spot in which surrounding vegetation was not overgrowing the channel and measured 2.25 feet wide by 0.25 foot deep. An upstream drainage area could not be determined on USGS StreamStats and is assumed to be less than 0.1 square mile that is captured by the upstream drainage area of Eagle Creek. No riffles or pools were present, and the substrate was comprised of sand (85%) and gravel (15%). Based on the substrate, position along the roadside, and flow regime UNT 1 to Eagle Creek would be considered of poor quality.

UNT 1 to Eagle Creek is an ephemeral, non-relatively permanent water (non-RPW) with a downstream connection to the West Fork of the White River, a TNW, via Eagle Creek. The West Fork of the White River is navigable throughout all of Marion County. UNT 1 to Eagle Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to a TNW downstream of the project. This stream is not subject to the USACE jurisdiction under Section 10 of the River and Harbors Act.

<u>UNT 2 to Eagle Creek:</u> UNT 2 to Eagle Creek is identified as a dashed blue line feature of the USGS Topographic map, however field investigations determined that it is an ephemeral stream feature that is located on the west side of CR 1000 E and flows from north to south starting outside the investigated area. UNT 2 to Eagle Creek is considered a stream feature for approximately 293 feet where it then flows through a driveway culvert and continues downstream as a riprap lined roadside ditch (RSD). The OHWM measured 8.25 feet wide by 0.2 foot deep. The substrate is comprised of sand (75%), gravel (15%), and cobble (10%). No riffles or pools were present. UNT 2 to Eagle Creek has an upstream drainage area of 0.282 square mile which overlaps with the drainage area for Eagle Creek. Based on the substrate, position along the roadside, and flow regime UNT 2 to Eagle Creek would be considered of poor quality.

UNT 2 to Eagle Creek is an ephemeral, non-RPW with a downstream connection to the West Fork of the White River, a TNW, via a RSD and Eagle Creek. The West Fork of the White River is navigable throughout all of Marion County. UNT 2 to Eagle Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act

due to its connection to a TNW downstream of the project. This stream is not subject to the USACE jurisdiction under Section 10 of the River and Harbors Act.

Table 2: Stream Features

Feature Name	Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	USGS Blue-line? Type?	Riffles/ Pools	Quality	Substrate	Likely Water of the U.S.?
Eagle Creek	11-21, 23, 33	40.04753/ -86.27913	35.25	1.0	Yes Solid	Yes/ No	Average	Sand (90%) Cobble (10%)	Yes
UNT 1 to Eagle Creek	15, 28- 33, 49	40.04771/ -86.27933	2.25	0.25	No	No/ No	Poor	Sand (85%) Gravel (15%)	Yes
UNT 2 to Eagle Creek	35, 36, 38, 39, 42- 46	40.04866/ -86.27953	8.25	0.2	Yes Dashed	No/ No	Poor	Sand (75%) Gravel (15%) Cobble (10%)	Yes

Wetlands: No wetlands were identified within the investigated area. During the field investigations it was noted that the northeast quadrant had the potential for wetlands to form due to its depressed nature adjacent to the roadway and Eagle Creek. Vegetation in this quadrant was a mix of herbaceous and tree species. Tree species identified include sycamore (*Platanus occidentalis*, FACW), green ash (*Fraxinus pennsylvanica*, FACW), walnut (*Juglans nigra*, FACU), and red bud (*Cercis canadensis*, FACU). Herbaceous species identified include garlic mustard (*Alliaria petiolata*, FAC), cleaver (*Galium aparine*, FACU), annual ragweed (*Ambrosia artemisiifolia*, FACU), stinging nettle (*Urtica dioica*, FACW), multi-flora rose (*Rosa multiflora*, FACU), red fescue (*Festuca rubra*, FACU), and other unknown grass species. Vegetation was to be expected for a wooded riparian corridor. There were no indicators of hydrology present. Therefore, no data point was taken, and no wetlands were determined to be within the investigated area.

Roadside Ditch Features: One roadside ditch was identified during the field investigation. The roadside ditch runs along the west side of CR 1000 E and is fully lined with riprap, is heavily vegetated, and lacks an OHWM. It begins at the outlet of a driveway culvert and outlets directly to Eagle Creek, downstream of the structure. This feature conveys flow from UNT 2 to Eagle Creek to Eagle Creek. As this feature is fully lined with riprap, has vegetation growth, and lacks an OHWM, it would not be considered a jurisdictional resource. Photos of the roadside ditch include numbers 11, 22, 34, and 48.

Open Water:

No open water features were observed within or near the study area.

Conclusions:

The June 1, 2023 field investigation for the Boone County Bridge No. 61 project identified three stream features and one roadside ditch feature. No wetlands were identified. Eagle Creek, UNT 1 to Eagle Creek, and UNT 2 to

Boone County Bridge No. 61 Bridge Project Des. No. 2101727 Boone County, Indiana

Eagle Creek would all be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to their connection to the West Fork of the White River, a TNW, downstream of the project. These streams would not be subject to the USACE jurisdiction under Section 10 of the River and Harbors Act. The roadside ditch was lined with riprap and lacked an OHWM, and therefore would not be subject to USACE jurisdiction.

Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.

All drainage structures within the study area were examined on June 1, 2023, for the presence of bats and migratory birds. It was found that Boone County Bridge No. 61 (06-00061) shows direct signs of occupation by bats. Guano and signs of staining were observed as well as field personnel heard bats during the investigation. Additional coordination with the USFWS and IDNR Division of Fish and Wildlife (DFW) will occur. Two additional culvert structures were inspected and did not show direct or indirect occupation by bats or birds. The Boone County Bridge No. 61 structure does provide for wildlife crossing with evidence of wildlife crossing were observed. Observations included racoon footprints and deer tracks. Two additional culvert structures did not support wildlife passage.

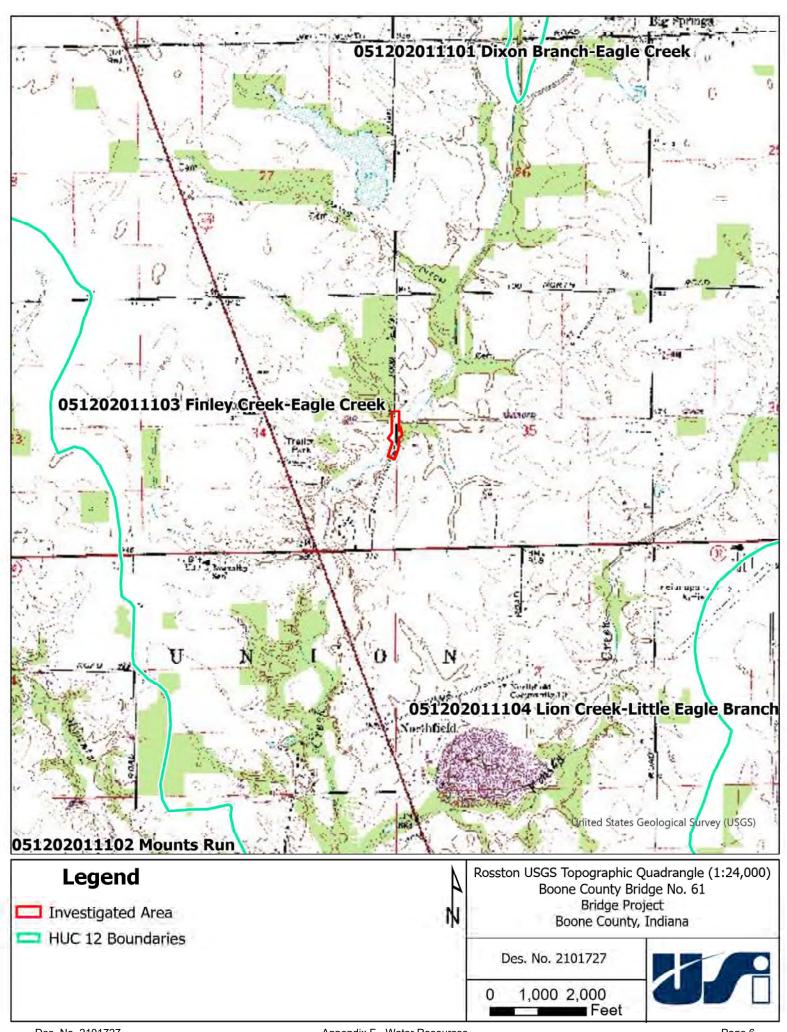
Acknowledgement:

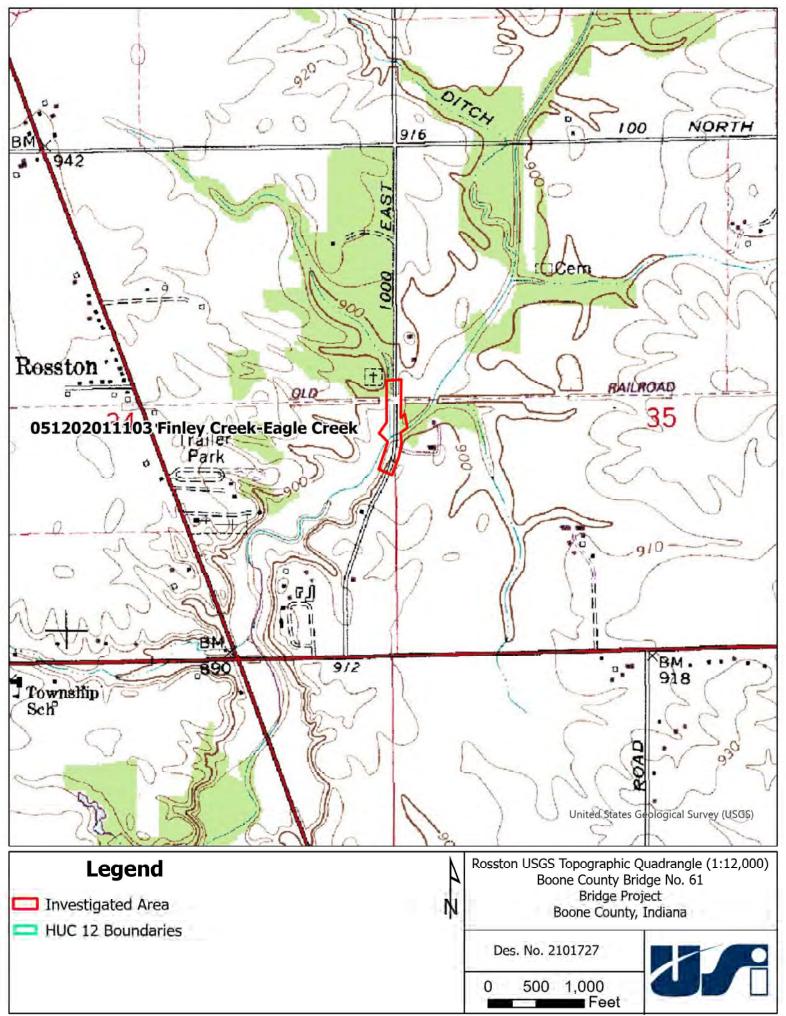
This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE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

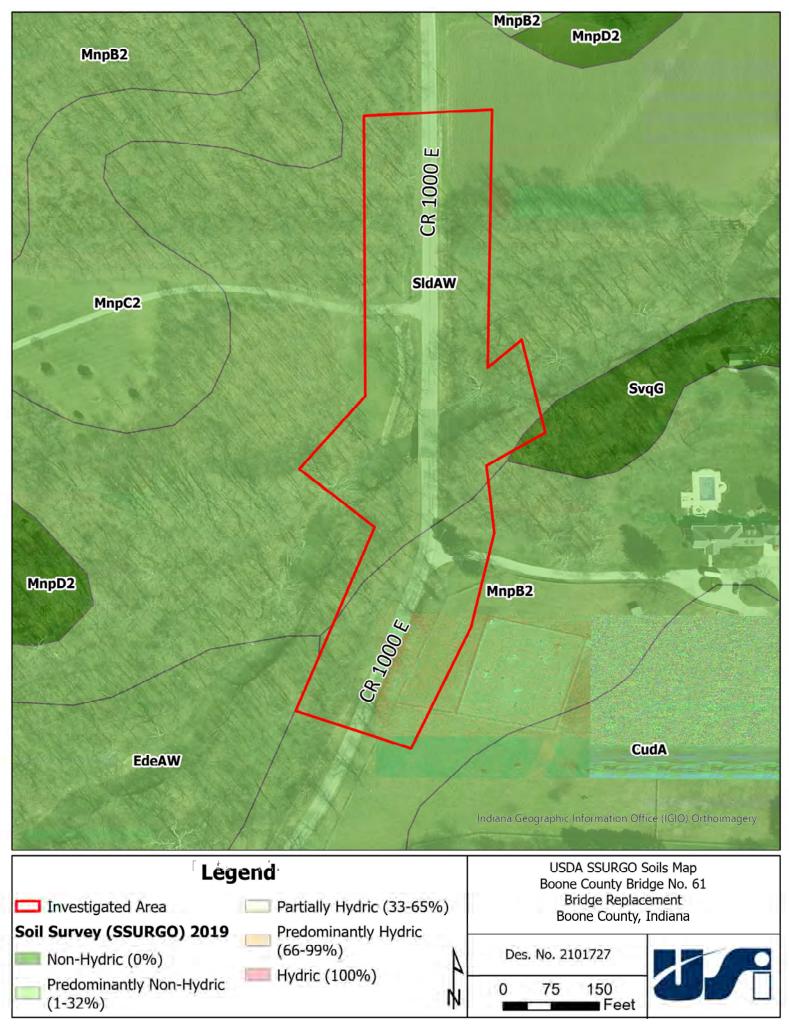
Ruth Hook, CPESC, CEWSSWI

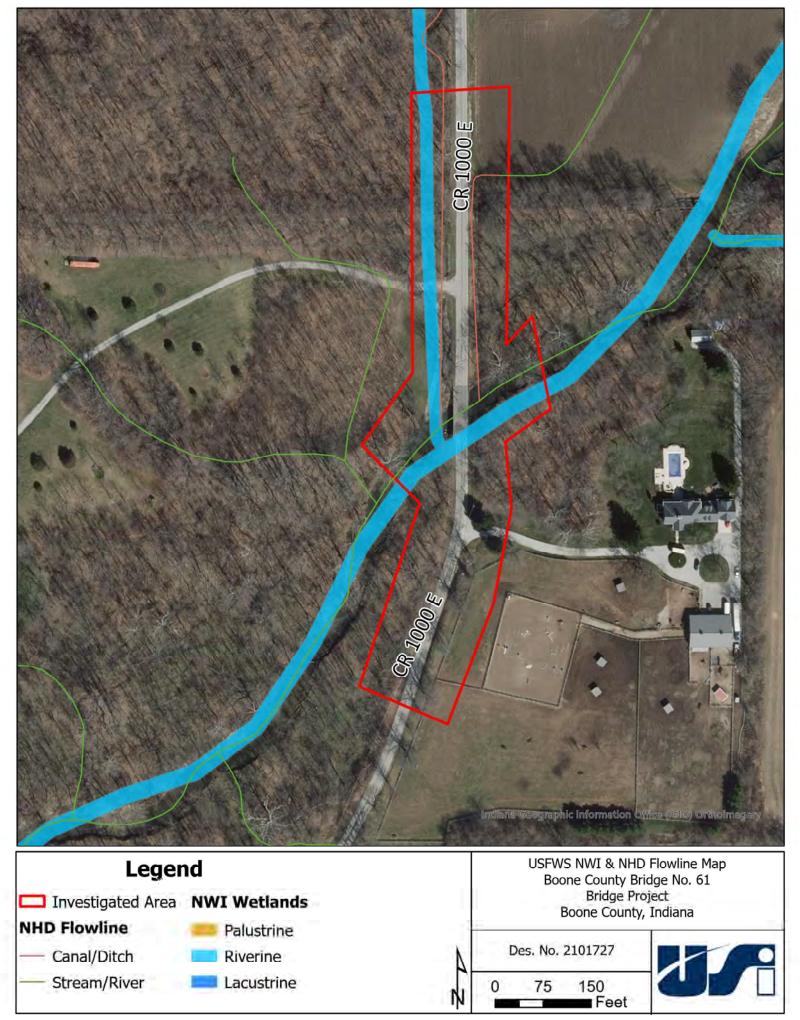
Environmental Manager USI Consultants, Inc.

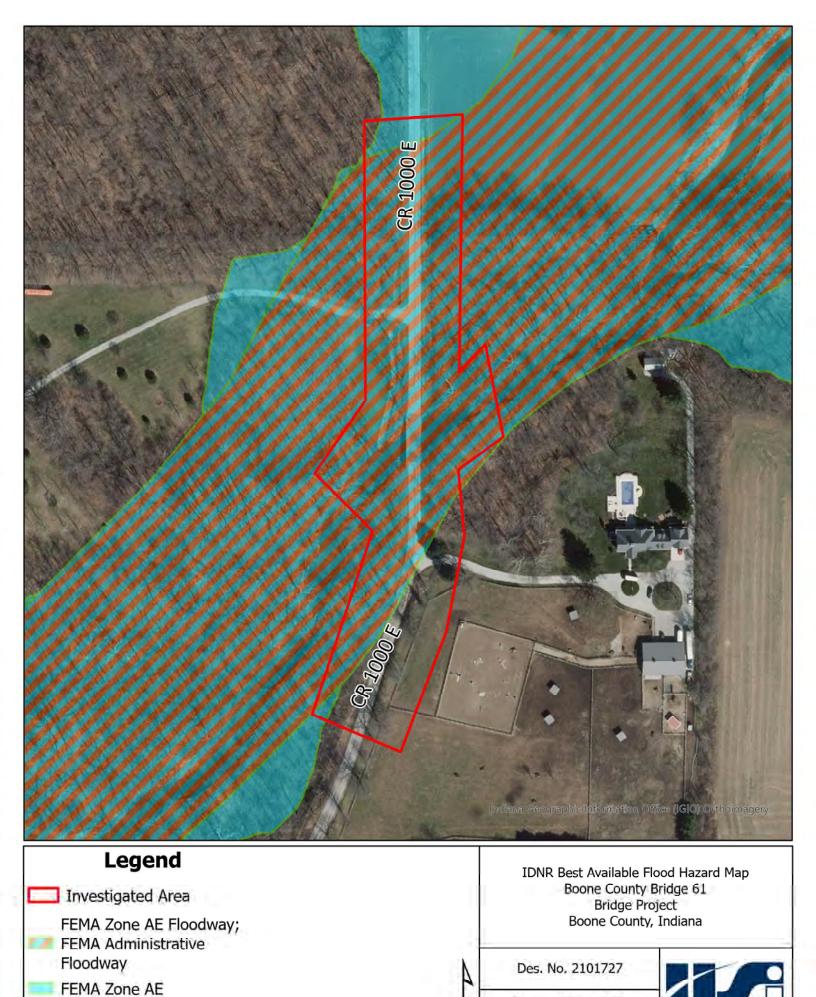
Some project area maps have been removed to avoid duplication. Please see Appendix B for additional project area maps.





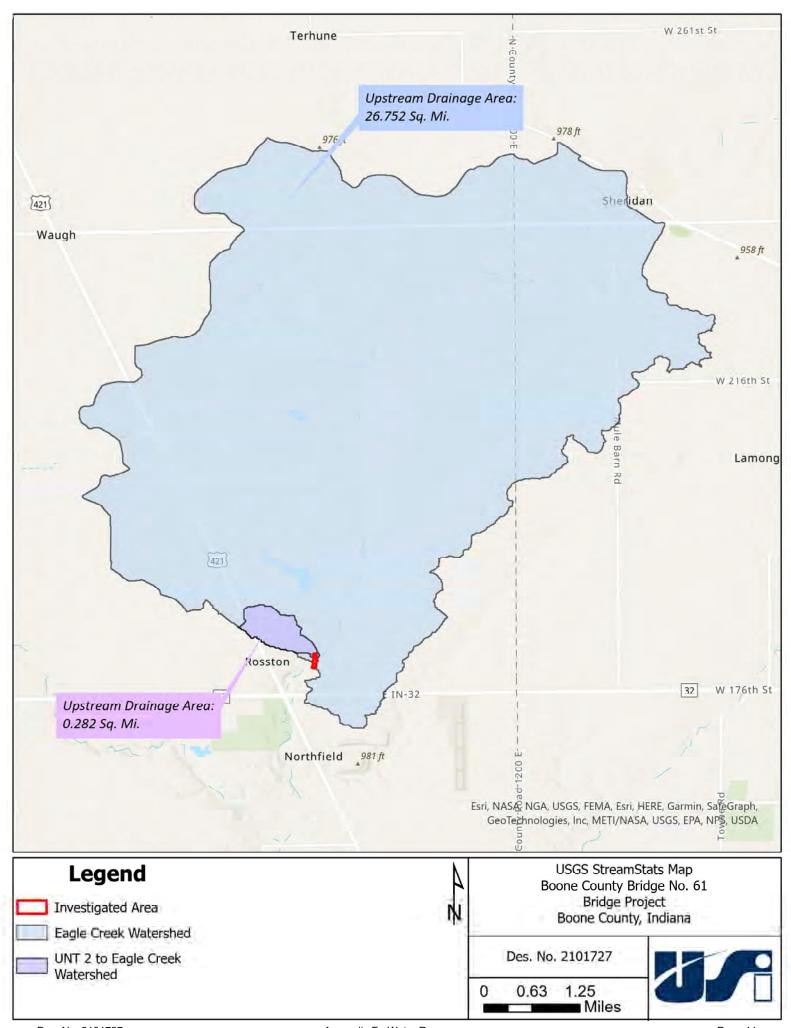


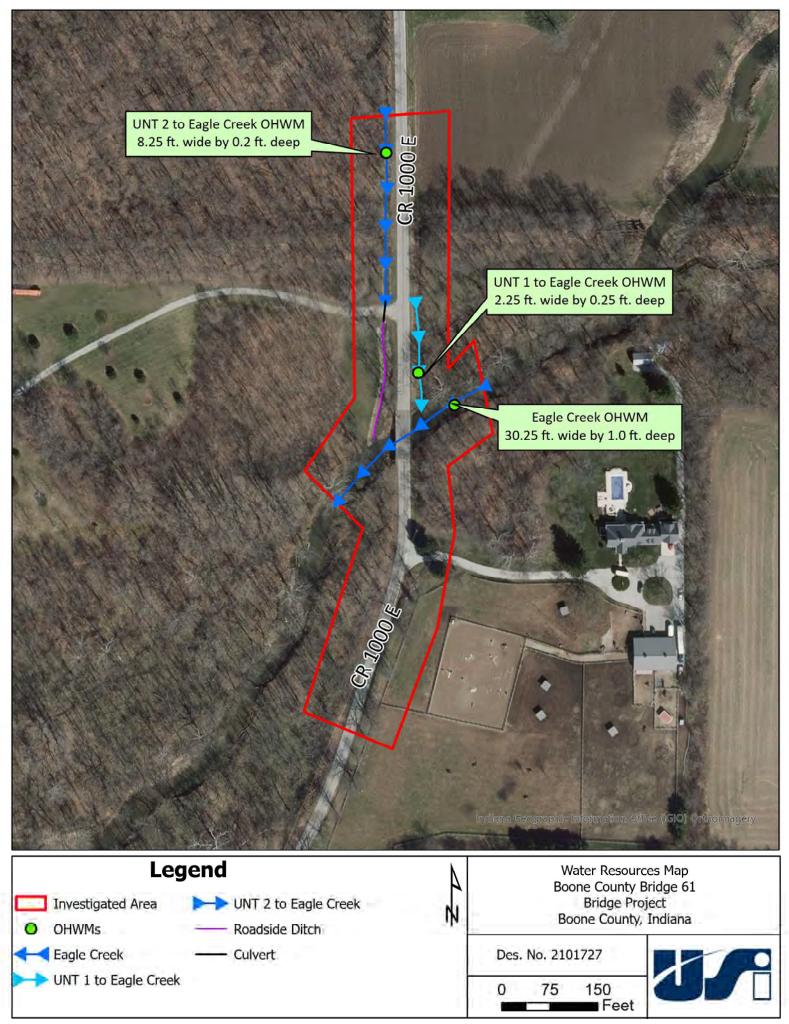


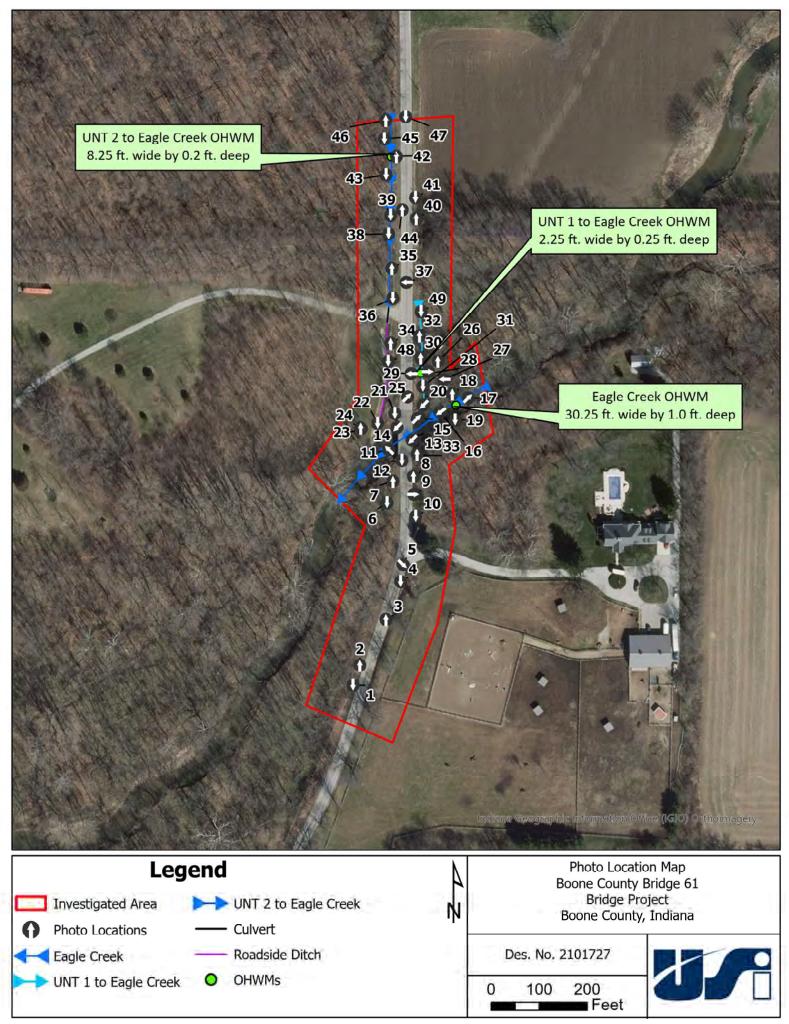


75

150 ■ Feet

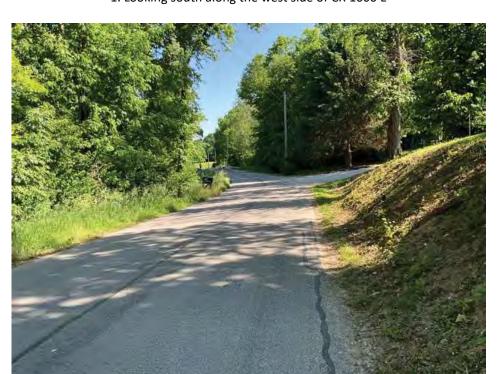








1. Looking south along the west side of CR 1000 $\rm E$



3. Looking north along the east side of CR 1000 E



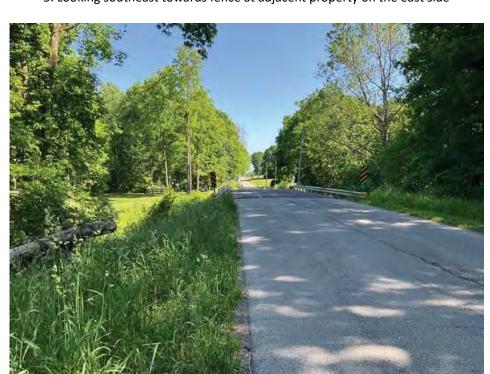
2. Looking north along the west side of CR 1000 E



4. Looking south along the east side of CR 1000 E



5. Looking southeast towards fence at adjacent property on the east side



7. Looking north along the west side of CR 1000 E towards structure



6. Looking south along the roadside on the west side of CR 1000 E



8. Looking north along the east side of CR 1000 E towards structure



9. Looking east into adjacent upland residential woods



11. Looking northwest from structure towards confluence of Eagle Creek with RSD



10. Looking south along the east side of CR 1000 E towards driveway entrance



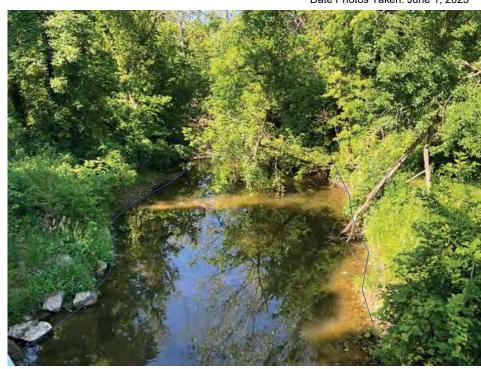
12. Looking south along the west side of the structure towards southwest quadrant



13. Looking southwest (downstream) along Eagle Creek from under the structure



15. Looking northeast from the structure towards confluence with UNT 1 and Eagle Creek



14. Looking southwest (downstream) along Eagle Creek from the top of the structure



16. Looking southwest (downstream) along Eagle Creek from OHWM location

Appendix F - Water Resources Page 17 Des. No. 2101727



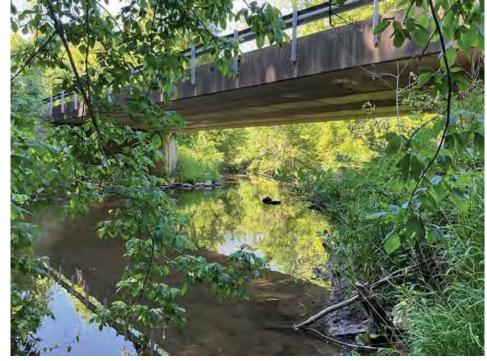
17. Looking northeast (upstream) along Eagle Creek from OHWM location



19. Looking south towards left bank of Eagle Creek at OHWM location



18. Looking north towards right bank of Eagle Creek at OHWM location



20. Looking southwest (downstream) along Eagle Creek from confluence with UNT 1



21. Looking south along the west side of the structure



23. Looking east (upstream) along Eagle Creek towards the structure



22. Looking south along riprap and vegetated RSD that conveys UNT 2 to Eagle Creek



24. Looking north through adjacent mowed and maintained residential yard





27. Looking west through vegetated area in northeast quadrant towards CR 1000 E



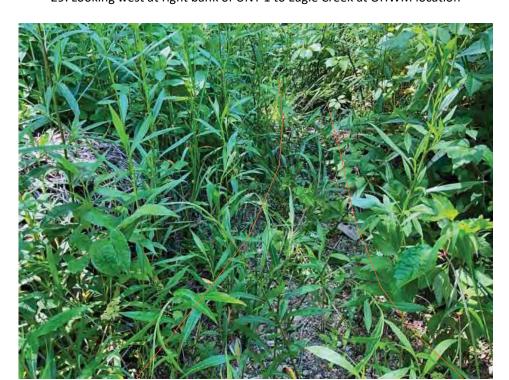
26. Looking north through vegetated area in northeast quadrant that is dominated by upland vegetation



28. Looking east at left bank of UNT 1 to Eagle Creek at OHWM location



29. Looking west at right bank of UNT 1 to Eagle Creek at OHWM location



31. Looking south (downstream) along UNT 1 to Eagle Creek at OHWM location



30. Looking north (upstream) along UNT 1 to Eagle Creek from OHWM location



32. Looking north along UNT 1 to Eagle Creek on the east side of CR 1000 ${\rm E}$



33. Looking north across Eagle Creek from under the structure



35. Looking north (upstream) along UNT 2 to Eagle Creek on the west side of CR 1000 E



34. Looking north along RSD on the west side of CR 1000 E towards culvert that conveys UNT 2 to Eagle Creek



36. Looking south (downstream) along UNT 2 to Eagle Creek towards culvert to connects UNT 2 to RSD



37. Looking west at riprap on right bank of UNT 2 to Eagle Creek



39. Looking south (downstream) along UNT 2 to Eagle Creek to drainage pipe and debris



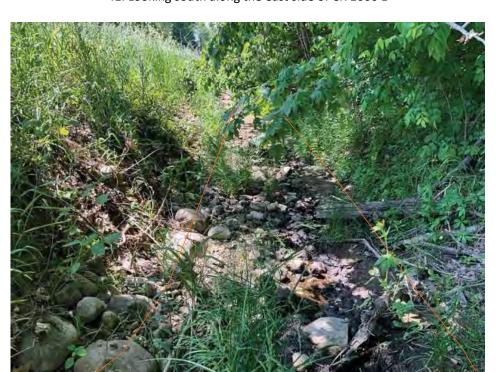
38. Looking south (downstream) along UNT 2 to Eagle Creek at debris limiting downstream flow



40. Looking north along the east side of CR 1000 E and adjacent agricultural field



41. Looking south along the east side of CR 1000 E



43. Looking south (downstream) along UNT 2 to Eagle Creek from OHWM location



42. Looking north (upstream) along UNT 2 to Eagle Creek from OHWM location



44. Looking north (upstream) along UNT 2 to Eagle Creek on west side of CR 1000 E



45. Looking south along UNT 2 to Eagle Creek on the west side of CR 1000 E



47. Looking south along CR 1000 E



46. Looking north along UNT 2 to Eagle Creek from northern project limits



48. Looking south (downstream) along RSD that conveys UNT 2 to Eagle Creek



49. Looking south along UNT 1 to Eagle Creek on the east side of CR 1000 E

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

- A. REPORT COMPLETION DATE FOR PJD: June 1, 2023
- B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Ruth Hook, 8415 E 56th Street, Indianapolis, IN 46216
- C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The project includes the replacement of Boone County Bridge No. 61 (Structure No. 06-00061) which conveys CR 1000 E over Eagle Creek. The final bridge type is still under consideration and may be a three-span slab structure or a single span bulb tree girder. Approximately 900 feet of the approach roadway will be replaced as well as the approach slabs. The existing guardrail will be removed and upgraded. Work along the embankments will be necessary and likely will include the installation of scour protection. Utility relocations are likely to be required along the east side of CR 1000 E. Permanent and temporary right-of-way are likely to be required. Field investigations occurred on June 1st, 2023 and identified three streams, Eagle Creek and two unnamed tributaries (UNTs) to Eagle Creek, and one roadside ditch within the investigated area.

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

State: N	County/pa	arish/borough:	Boone	City: N/A			
Center coordinates of site (lat/long in degree decimal format):							
Lat.: 40.047477°		Long.: -8	6.279447°				
Universal Transverse	Mercator:	561463.85 E, 4	433275.40 N, Z	16T			
Name of nearest water	erbody: E	agle Creek					
REVIEW PERFORME	D FOR SI	TE EVALUAT	ION (CHECK	ALL THAT APPLY):			
Office (Desk) Dete	ermination.	Date:					
Field Determination	on. Date(s):					
	Center coordinates of Lat.: 40.047477° Universal Transverse Name of nearest wate REVIEW PERFORME Office (Desk) Dete	Center coordinates of site (lat/local Lat.: 40.047477° Universal Transverse Mercator: Name of nearest waterbody: Exercise Performed For Si Office (Desk) Determination:	Center coordinates of site (lat/long in degree of Lat.: 40.047477° Long.: -8 Universal Transverse Mercator: 561463.85 E, 4 Name of nearest waterbody: Eagle Creek	Center coordinates of site (lat/long in degree decimal formation Lat.: 40.04747° Long.: -86.279447° Universal Transverse Mercator: 561463.85 E, 4433275.40 N, Z Name of nearest waterbody: Eagle Creek REVIEW PERFORMED FOR SITE EVALUATION (CHECK Office (Desk) Determination. Date:	Center coordinates of site (lat/long in degree decimal format): Lat.: 40.04747° Long.: -86.279447° Universal Transverse Mercator: 561463.85 E, 4433275.40 N, Z 16T Name of nearest waterbody: Eagle Creek REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY): Office (Desk) Determination. Date:		

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Ealge Creek	40.04753	-86.27913	295 ft (0.24 ac)	Non-wetland	Section 404
UNT 1 to Eagle Creek	40.04771	-86.27933	160 ft (0.01 ac)	Non-wetland	Section 404
UNT 2 to Eagle Creek	40.04866	-86.27953	293 ft (0.06 ac)	Non-wetland	Section 404

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

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

Checked items should be included in subject file. Appropriately reference sources

below where indicated for all checked items: Maps, plans, plots or plat submitted by or on behalf of the PJD requestor: Map: Project location, Topo, SSURGO, NWI, NHD, BAFH, Water Resources Data sheets prepared/submitted by or on behalf of the PJD requestor. Office concurs with data sheets/delineation report. Office does not concur with data sheets/delineation report. Rationale: Data sheets prepared by the Corps: ______ ☐ Corps navigable waters' study: U.S. Geological Survey Hydrologic Atlas: NHD Local Res Indiana USGS NHD data. ■ USGS 8 and 12 digit HUC maps. ■ U.S. Geological Survey map(s). Cite scale & quad name: Rosston 1:24,000 USGS Natural Resources Conservation Service Soil Survey. Citation: 2019 SSURGO Indiana ■ National wetlands inventory map(s). Cite name: USFWS Indiana GDB ☐ State/local wetland inventory map(s): FEMA/FIRM maps: IDNR Best Available Flood Hazard 100-year Floodplain Elevation is: 893.63 .(National Geodetic Vertical Datum of 1929) Photographs: Aerial (Name & Date): Indiana Best Available Other (Name & Date): Site Photos 6/1/2023 Previous determination(s). File no. and date of response letter: ☐ Other information (please specify): IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations. Digitally signed by Ruth Hook Date: 2023.07.12 10:56:06 -04'00' Ruth Hook Signature and date of Signature and date of Regulatory staff member person requesting PJD completing PJD (REQUIRED, unless obtaining

the signature is impracticable)1

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

APPENDIX G Public Involvement



November 2, 2022

RE: Bridge Replacement

Boone County Bridge #61 CR 1000 E Over Big Eagle Creek Sample Notice of Survey Letter

To: Property Owner Name Street Address Town, State, Zip Code

Dear Property Owner:

Our firm was recently selected by Boone County to complete a route survey for the above referenced project. We would like to inform you, through this letter, that field crews will be in your area, to conduct survey work as part of this project.

Our information shows that you own or occupy property near this proposed project. It may be necessary for the survey crews to come onto your property to complete this work, which is allowed by law under Indiana Code IC 25-21.5-9-7 and IC 25-21.5-9-8. After work is completed, any equipment will be removed from your property and the land restored to its previous condition. The survey crews will show you their identification, if you request, before coming onto your property. If you have sold this property, or someone else occupies it, please let us know the name and address of the new owner or current occupant so we can contact them about this survey. The survey work will include mapping the location of features such as buildings, trees, fences, driveways, and obtaining ground elevations. This work is necessary for the proper planning and design of this project.

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

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our office at 317-544-4996, or you can email or write to me at the address below. Thank you, in advance, for your cooperation.

Sincerely,

USI Consultants, Inc.

Mark A. Schepers, PLS

Land Surveying Services Manager

Email: mschepers@usiconsultants.com

APPENDIX H
Air Quality

INDIANA TO THE TRAINED TO THE TRAINE

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue Room N758-Executive Office Indianapolis, Indiana 46204 PHONE: (855) 463-6848

Eric Holcomb, Governor Michael Smith, Commissioner

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator FHWA Indiana Division 575 North Pennsylvania St., Room 254 Indianapolis, IN 46204

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

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

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

Area Plan Commission of Tippecanoe County (APCTC)	FY 2024-2028
 https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024- 	
2028-TIP-including-0-amendments	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)	FY 2024-2028
 https://bloomington.in.gov/sites/default/files/2023- 	
08/BMCMPO%20FY%202024%20-%202028%20TIP%20-%2006-30-	
23%20-%20ADOPTED%20FINAL.pdf	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2024-2028
• https://www.columbus.in.gov/planning/tip/	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
 Including Amendments/modifications through 2/14/23 	
 https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf 	
Evansville Metropolitan Planning Organization (EMPO)	FY 2024-2028
 http://www.evansvillempo.com/Docs/TIP/TIP_2024-2028/TIP_2024- 	
2028.pdf	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• Including Amendments/modification through 7/28/23	
 https://www.kokomompo.com/project/tip-2020-2024/ 	

www.in.gov/dot/ **An Equal Opportunity Employer**

Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
• https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-	
<u>25.pdf</u>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
 https://www.indympo.org/whats-underway/irtip 	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
• http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects	
<u>.pdf</u>	
Madison County Council of Governments (MCCOG)	FY 2022-2026
 Including Amendments/modifications through 7/28/23 	
 https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022- 	
2026% 20-% 20updated% 205-1-23.pdf	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
 https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5- 	
<u>25-23.pdf</u>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
 Including Amendments/modifications through 7/25/23 	
• https://nirpc.org/2040-plan/mobility/transportation-improvement-program/	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
• https://www.oki.org/transportation-planning/transportation-improvement-	
program-tip/	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
• https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionT	
<u>IP.pdf</u>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,

Michael Smith, Commissioner

Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA

Cecilia Crenshaw, FTA Erica Tait, FHWA Lyndsay Quist, INDOT Kristin Brier, INDOT

Kathy Eaton-McKalip, INDOT

Louis Feagans, INDOT

April Leckie, INDOT Roy Nunnally, INDOT Larry Buckel, INDOT Jay Mitchell, INDOT Jason Casteel, INDOT Michael McNeil, INDOT Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253



U.S. Department of Transportation

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

September 1, 2023

Mr. Michael Smith Commissioner Indiana Department of Transportation 100 N Senate Ave. N955 Indianapolis, IN 46204

SUBJECT: Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at anthony.greep@dot.gov.

Sincerely,

KELLEY Digitally signed by KELLEY BROOKINS

BROOKINS Date: 2023.08.31
17:33:15-05'00'

Kelley Brookins Regional Administrator FTA Region V Sincerely,

JERMAINE Digitally signed by JERMAINE R HANNON Date: 2023.09.01 11:46:31 -04'00'

Jermaine R. Hannon Division Administrator FHWA Indiana Division

Original IndyMPO TIP Listing

													. y							
LEAD AGENCY	DES NUM	SECONDARY DES NUM	DISTRICT	COUNTY	ROAD TRAIL	PROJECT DESCRIPTION	TYPE	EXEMPT?	PHASE	FFY DESC	FED FUNDS	LINE TOTAL	FEDERAL TOTAL	FED (%)	LOCAL TOTAL	OCAL (%)	STATE TOTAL	STATE (%)	PROGRAMMED TOTAL	EST TOTAL COST
Avon	1901763	2001663	Crawfordsville	Hendricks Co.	Dan Jones Rd	Dan Jones RdI is currently a 2 lane minor arterial and will be reconstructed as a 4 direction). The new roadway will feature a direction). The new roadway will feature a 12 raised median, curb and gutter, a 10 multi-use path on one side and a 6 ft salewalk on the other. The project a specimentally 2,300 ft long (0.436mi), The project also includes a traffic flow insprovement at the intersection of CR 150 S and Dan Jones Sand where the widening would terminate once traffic has cleared the intersection 150-10436.		N		FY 2024		\$631,875	\$505,500			20%	\$0	0%	\$7,637,170	\$7,637,170
Avon	2202FFE		Crawfordsville	Hendricks Co.	Dan Jones Road	Dan Jones Rd is currently a 2 lane minor	Existing Roadway Widening	N	CON	FY 2024 FY 2025	STATE	\$5,055,000 \$1,348,100	\$2,917,114 \$555,100	58% 70%	\$2,137,886 \$237,900	42% 30%	\$555,100	0% 70%	\$7,637,170 \$11,669,500	\$7,637,170 \$11,669,500
			CONTOC	The factor of th		anterial and will be reconstructed as a 4 lane roadway. (two lanes in each direction). The new roadway will feature a 14' raised median, curb and gutter, a 10' multi-use path on one side and a 6 ft sidewalk on the other. The sidewalk and the multi-use path will be separated by a 5' grass buffer strip. The project is approximately 4,600 feet long. Dist-0.87				FY 2025		\$15,245,600			\$2,690,400		\$6,277,600		\$11,669,500	
Avon	2201FFE		Crawfordsville	Hendricks Co.	CR 300 N	The last few years this intersection has landed on the 50 most dangerous intersection list. The indianapolist memeraction list. The indianapolist members of the first data of the first data of the intersection in 2015 and in 2015 Both tentersection will also include added turn lanes to accommodate light volume turning movements. The improved intersection will also indust added turn lanes to accommodate light volume turning movements. The improved intersection will also indust added turn lanes to accommodate light volume turning movements. The improved intersection will also include added turn lanes to accommodate light volume turning movements. The improved intersection will also include added turn lanes to accommodate light volume turning movements. The improved intersection will also include added turn lanes to accommodate light volume turning movements. The improved intersection will also include added turn lanes to accommodate light volume.		Y	CE	FY 2025	STATE	\$590,175	\$262,300	80%	\$65,575	20%	\$262,300	80%	\$4,152,365	\$4,152,365
Beech Grove	2200132		Greenfield	Marion Co.	Beech Grove Greenway	This multi-use trail project is an extension	Pedestrian Enhancement	Y	CON	FY 2025 FY 2024	TAP	\$5,901,750 \$263,724	\$2,623,000 \$210,979	80% 80%	\$655,750 \$52,745	20%	\$2,623,000	80% 0%	\$4,152,365 \$2,713,514	
						of the Beech Grove Greenway Trail, which is in progress now. This 6,000 feet extension will take the trail across Emerson Avenue, to Hornet Park and Community Center, to the Beech Grove High School, and beyond to Churchman Avenue. Dist:1.15				FY 2024		\$2,109,790				20%	\$0	0%	\$2,713,514	
Beech Grove	1901672		Greenfield	Marion Co.	Churchman Avenue	"Peanut" roundabout on Churchman Avenue to incorporate intersecting points at Perkins Avenue, Southern Avenue, and 25th Avenue into one roundabout. Dist:N/A	Intersection or Intersection Groups	Y		FY 2024		\$130,000	\$117,000	90%	\$13,000	10%	\$0	0%	\$1,633,000	
Beech Grove	2301FFE		Greenfield	Marion Co.	Arlington	Intersection improvement with a roundabout at the intersection of	Intersection or Intersection Groups	Y		FY 2024 FY 2026		\$1,040,000 \$331,170	\$936,000 \$156,870	90% 90%	\$104,000 \$17,430	10%	\$0 \$156,870	90%	\$1,633,000 \$2,277,300	
						Arlington, Elmwood, & Hanna. Dist:N/A			CON	FY 2026	STATE	\$3,311,700	\$1,568,700	90%	\$174,300	10%	\$1,568,700	90%	\$2,277,300	\$2,277,300
Boone County	1802833		Crawfordsville	Boone Co.	CR 300 S	Bridge Replacement Dist:N/A	Bridge Replacement	Υ	CE	FY 2024	LOCBR	\$243,600	\$0	0%	\$243,600	100%	\$0	0%	\$4,002,223	\$4,002,223
										FY 2024 FY 2020		\$3,008,903 \$369,720	\$1,456,000 \$295,576	48% 80%	\$1,552,903 \$74,144	52% 20%	\$0 \$0	0% 0%	\$4,002,223 \$4,002,223	\$4,002,223 \$4,002,223
Boone County	1902075		Crawfordsville	Boone Co.		Countywide Bridge Inspection and Inventory Program for Cycle Years 2022- 2025 Dist:N/A	Bridge - Other	Y	PE/PL	FY 2022 FY 2022	LOCBR	\$380,000 \$268,579 \$11,000	\$304,000 \$214,863 \$9,000		\$76,000 \$53,716 \$2,000	20%	\$0 \$0	0%	\$4,002,223 \$623,197 \$623,197	\$4,002,223 \$623,197 \$623,197
									PE/PL	FY 2024	LOCBR	\$285,000	\$204,000	72%	\$81,000	28%	\$0	0%	\$623,197	\$623,197
Baone County	2003020		Crawfordsville	Boone Co.	CR 400 E	This safety project, located at the intersection of CR 400E and 100S will improve this 4-way stop intersection replacing it with a single lane roundabout, replacing it with a single lane roundabout. The intersection improvement will include construction of a roundabout with curb and putters, improved drainage and peters that facilities where recommended in Boone County and/or the City of Lebanon's thoroughfare plan. The anticipated geometries for the roundabout will require the reconstruction of approximately 100° of existing pavement on CR 400 E and approximately 200° of existing pavement on CR 100 S. Dist-IV/A			CE CE	FY 2023 FY 2026	LOCBR STP4RM	\$58,618 \$259,676	\$46,894 \$233,708	80% 90%	\$11,724	20%	\$0 \$0	0%	\$623,197 \$2,577,296	\$623,197 \$2,577,296
											STP4RM		\$1,558,053	90%		10%	\$0	0%	\$2,577,296	
					<u> </u>			+	PE/PL ROW	FY 2022 FY 2025	STP4RM STP4RM	\$341,450 \$245,000	\$307,305 \$220,500	90% 90%	\$34,145 \$24,500	10% 10%	\$0 \$0	0% 0%	\$2,577,296 \$2,577,296	\$2,577,296 \$2,577,296
Boone County	2101725		Crawfordsville	Boone Co.		Replacing signs along roads throughout Boone County's jurisdiction to bring them into compliance with MUTCD standards. Dist:N/A	Sign - Other	Y	CE	FY 2025	STP4RM	\$247,077	\$222,369	90%	\$24,708	10%	\$0	0%	\$1,790,703	\$1,790,703
									PE/PL	FY 2023	STP4RM STP4RM	\$143,120	\$128,808	90%	\$14,312	10% 10%	\$0 \$0	0% 0%	\$1,790,703 \$1,790,703	\$1,790,703
Boone County	2101727		Crawfordsville	Boone Co.	1000 E	Replace Bridge #61 with new structure that meets current standards. Dist:N/A	Bridge Replacement	Y	CE	FY 2027	STP4RM	\$262,350	\$209,880	80%	\$52,470	20%	\$0	0%	\$2,488,200	\$2,488,200
						The same standards bist. NA			CON	FY 2026	STP4RM	\$50,000				20%	\$0	0%	\$2,488,200	
								<u> </u>			STP4RM STP4RM	\$1,749,000 \$336,850	\$1,399,200 \$269,480	80% 80%	\$349,800 \$67,370	20% 20%	\$0 \$0	0% 0%	\$2,488,200 \$2,488,200	
Boone County	2201615		Crawfordsville	Boone Co.		Adding pavement markings on arterials	Safety Ungrade	V	ROW	FY 2025 FY 2028	STP4RM ISTP4RM	\$90,000 \$594,000	\$72,000 \$534,600	80%	\$18,000 \$59,400	20%	\$0 \$0	0%	\$2,488,200 \$4,654,000	\$2,488,200
Soone adding	2201015					and collectors where they do not currently exist. Dist:N/A		ľ			211-100	\$354,000	JJ34,000	3070	,33,400	10.00	30	0.0	Ç41,0341,000	Ç-1,034,000

Indiana Department of Transportation (INDOT) State Preservation and Local Initiated Projects FY 2024 - 2028 SPONSOR CONTR STIP ROUTE WORK TYPE DISTRICT MILES FEDERAL Total Cost of PROGRAM PHASE FEDERAL MATCH 2024 2025 2026 2028 ACT#/ NAME CATEGORY Project* LEAD DES Comments:Increase funds in SFY 25 in CN from \$140,051 to \$173,008 STIP Listing showing additional construction Increase funds in SFY 25 in CN from \$1,260,455 to \$1,557,075 funding (both local and federal) for FY 2027 Total project cost increased from \$1,790,703 to \$2,120,280 (18.4%) IMPO Mod 24-07.3 programmed for the project. AQC Exempt Boone County M 30 IR 8663 Bridge Replacement Crawfordsville .23 STBG \$2,488,200.00 Local Funds \$196,000.00 44244 / \$196,000.00 2101727 \$786,000.00 \$0.00 \$786,000.00 rogram Performance Measure Impacted: Bridge Condition ocation: Bridge 61 On CR N 1000 E in Boone County approximately .5 miles north of SR 32 Comments:Increase funds in SFY 27 in CN from \$349,800 to \$546,200 Increase funds in SFY 27 in CN from \$1,399,200 to \$2,184,800 Total project cost increased from \$2,488,200 to \$3,470,200 (39.5%) IMPO Mod 24-07.3 AQC Exempt Lebanon ST 3039 New Road Construction Crawfordsville .41 STBG \$4,590,000.00 Local Funds \$730,560.00 44250 / \$730,560.00 2101720 ocal Funds \$0.00 \$65,478.00 \$65,478.00 Group III Program \$2,922,240.00 \$0.00 \$2,922,240.00 Group III Program \$261,912.00 \$261,912.00 Performance Measure Impacted: Pavement Condition Location: Grant Street (phase 2) from Indianapolis Avenue (SR 32) to Washington Street Comments: Add RW to FY 24 and CN to FY 24. AQC Exempt 9/29/23. Lebanon .53 STBG \$4,556,000.00 Group III Program \$200,000.00 \$0.00 44251/ ST 8824 New Road Construction Crawfordsville 2101721 Group III Program \$2.871.000.00 \$0.00 \$2,871,000.00 ocal Funds \$0.00 \$50,000.00 \$50,000.0 Local Funds \$718,000.00 \$718,000.00 Performance Measure Impacted: Pavement Condition Location: Witt Road from Lafayette Avenue to Austin Drive Comments Include DES 2101721 Boone County ridge Replacement 14855 / \$162,000.00 2201606 Group IV Program \$646,000.00 \$0.00 \$646,000.0 Page 33 of 489

age 33 of 489 Report Created:9/16/2024 7:51:15AM

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



Planning the Transportation Future for the Indianapolis Region

Project Overview

Funding History | Amendment History

<<Go Back

IndyMPO TIP Amended Listing showing the updated project funding programmed listed in the previous STIP page.

1/1

Bridge #61 Replacement (2101727)

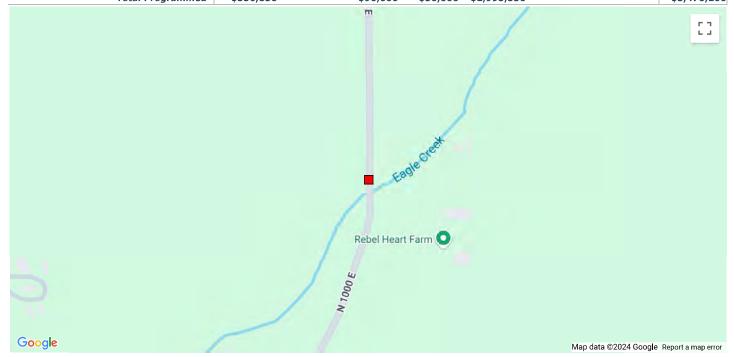
Des Number 2101727 Amendment 24-07.3 ADMIN MOD Exempt Category Exempt Est Total Project Cost \$3,470,200 Nick Parr 7654824550 Boone County Contact (ERC) INDOT District Crawfordsville Lead Agency County Boone Functional Classification Bridge Replacement Letting Date Local Bike/Ped Component(s) Project Type No

Seconday Des Number

Title Bridge #61 Replacement
Limits Bridge #: 06-00061

Description Replace Bridge #61 with new structure that meets current standards.

Phase	Fund Source	Prior SFY	SFY2024	SFY2025	SFY2026	SFY2027	SFY2028	Future SFY	Total
PE	FEDERAL - STBG Group IV	\$269,480	-	-	-	-	-	-	\$269,480
PE	LOCAL - Other	\$67,370	-	-	-	-	-	-	\$67,370
	Total Preliminary Engineering	\$336,850	-	-	-	-	-	-	\$336,850
RW	FEDERAL - STBG Group IV	-	-	\$72,000	-	-	-	-	\$72,000
RW	LOCAL - Other	-	-	\$18,000	-	-	-	-	\$18,000
	Total Right of Way	-	-	\$90,000	-	-	-	-	\$90,000
CN	FEDERAL - STBG Group IV	-	-	-	\$40,000	\$2,184,800	-	-	\$2,224,800
CN	LOCAL - Other	-	-	-	\$10,000	\$546,200	-	-	\$556,200
	Total Construction	-	-	-	\$50,000	\$2,731,000	-	-	\$2,781,000
CE	FEDERAL - STBG Group IV	-	-	-	-	\$209,880	-	-	\$209,880
CE	LOCAL - Other	-	-	-	-	\$52,470	-	-	\$52,470
	Total Construction Engineering	-	-	-	-	\$262,350	-	-	\$262,350
	Total Programmed	\$336,850	-	\$90,000	\$50,000	\$2,993,350	-	-	\$3,470,200



APPENDIX I Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
180048	5 1800485	Boone	Nancy Burton Park
1800520	0 1800520	Boone	Zion Park
1800573	3 1800573	Boone	Heritage Trail Park
1800604	4 1800604	Boone	Overly-Worman Park
180060	7 1800607	Boone	Anson Park

^{*}Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Des. No. 2101727 CR 1000 E over Eagle Creek Bridge Replacement Project Boone County, Indiana

Environmental Justice Analysis

Project Location: The proposed project is located at CR 1000 E over Eagle Creek, approximately 0.40 mile north of SR 32, in southern Boone County. Specifically, the project is located in Sections 34 and 35, Township 19 North, Range 2 East in Union Township as shown on the Rosstown USGS 7.5 Minute Topographic Quadrangle. Adjacent land use is primarily agricultural, forested, and rural residential.

Environmental Justice Analysis: 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 (ROW). The project will require approximately 0.75 acre of new permanent ROW. Therefore, an EJ Analysis is required.

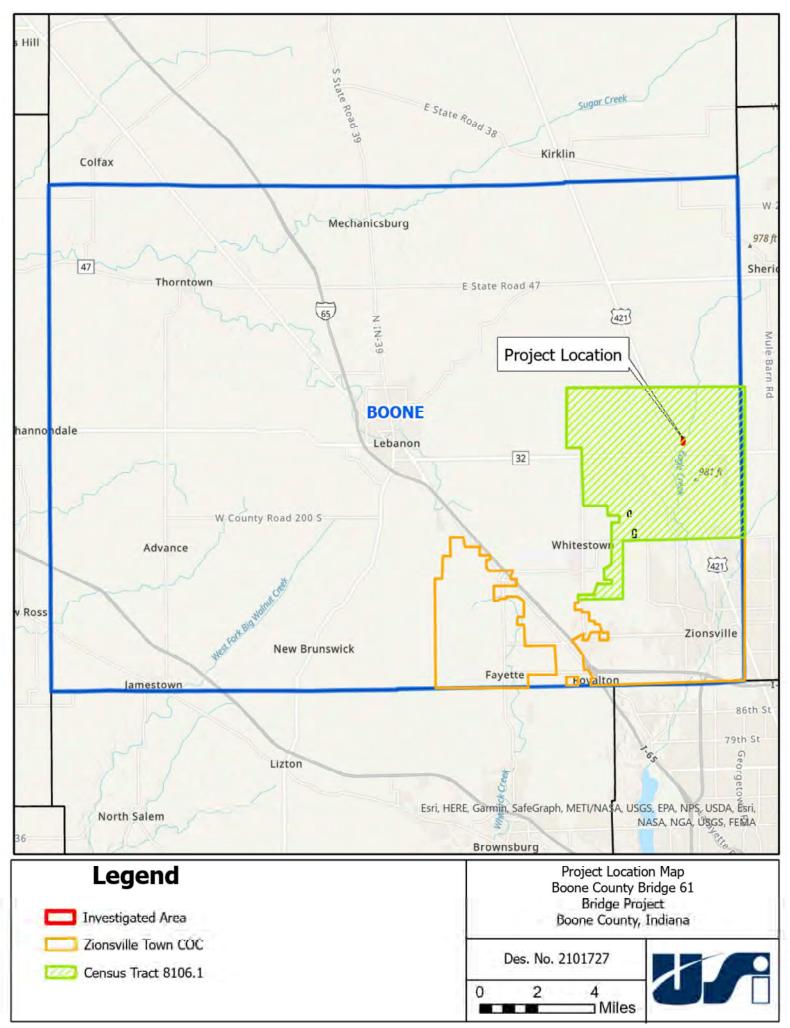
Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Zionsville Town, Boone County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 8106.01. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the US Census Bureau was obtained from https://data.census.gov/ on July 18, 2024, by USI Consultants. The data collected for minority and low-income populations within the AC are summarized in the below table.

	сос	AC
	Zionsville Town, Boone County	Census Tract 8106.01
LOW-INCOME POPULAT	TION	
Total Population for Whom Poverty Status is Determined	30,647	8,187
Total Population Below Poverty Level	1,296	245
Percent Low-Income	4.2%	3.0%
125 Percent of COC	5.3%	
AC Percent Low-Income Greater Than 125 Percent of COC?		No
AC Percent Low-Income Greater Than 50 Percent?		No
Population of EJ Concern?		No
MINORITY POPULATION	ON	
Total Population	30,832	8,253
White Alone	27,310	7,473
Minority Population	3,522	780
Percent Minority	11.4%	9.5%
125 Percent of COC	14.3%	
AC Percent Minority Greater Than 125 Percent of COC?		No
AC Percent Minority Greater Than 50 Percent?		No
Population of EJ Concern?		No

The AC, Census Tract 8106.01, has a percent low-income of 3.0% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not have a low income population of EJ concern.

AC, Census Tract 8106.01, has a percent minority of 9.5% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not have a minority population of EJ concern.

Since no low-income or minority populations of EJ concern were identified, this project will not have any environmental justice impacts.



		COC	AC			
	Zionsville town,	Boone County, Indiana	Census Tract 82	106.01; Boone County; Indiana		
Label	Estimate	Margin of Error	Estimate	Margin of Error		
Total:	30,647	±71	8,187	±722		
Income in the past 12 months						
below poverty level:	1,296	±411	245	±175		
Male:	703	±272	84	±91		
Under 5 years	25	±36	0	±18		
5 years	0	±27	0	±18		
6 to 11 years	57	±60	0	±18		
12 to 14 years	67	±77	27	±42		
15 years	0	±27	0	±18		
16 and 17 years	11	±20	0	±18		
18 to 24 years	182	±177	0	±18		
25 to 34 years	18	±28	0	±18		
35 to 44 years	74	±70	0	±18		
45 to 54 years	37	±44	16	±26		
55 to 64 years	39	±50	0	±18		
65 to 74 years	148	±134	28	±44		
75 years and over	45	±47	13	±21		
Female:	593	±206	161	±112		
Under 5 years	0	±27	12	±20		
5 years	0	±27	0	±18		
6 to 11 years	9	±18	0	±18		
12 to 14 years	0	±27	0	±18		
15 years	23	±38	0	±18		
16 and 17 years	22	±25	15	±23		
18 to 24 years	31	±47	0	±18		
25 to 34 years	36	±40	31	±37		
35 to 44 years	129	±92	8	±17		
45 to 54 years	77	±58	42	±71		
55 to 64 years	71	±68	53	±51		
65 to 74 years	140 55	±149	0	±18		
75 years and over	55	±47	U	±18		
Income in the past 12 months at	29,351	±416	7,942	±741		
or above poverty level: Male:	14,854	±500	3,955	±450		
	1,065	±194	215	±124		
Under 5 years	350	±154	169	±100		
5 years	1,589	±321	264	±130		
6 to 11 years 12 to 14 years	486		184	±97		
•	298	±155 ±144	12	±19		
15 years	364	±165	63	±58		
16 and 17 years	791	±238	252	±167		
18 to 24 years 25 to 34 years	1,193	±213	665	±169		
35 to 44 years	2,183	±246	538	±136		
45 to 54 years	2,679	±294	773	±264		
55 to 64 years	2,040	±240	374	±115		
65 to 74 years	1,053	±196	344	±77		
75 years and over	763	±133	102	±79		
Female:	14,497	±469	3,987	±443		
Under 5 years	728	±201	411	±161		
5 years	301	±159	68	±79		
6 to 11 years	1,346	±227	515	±223		
12 to 14 years	575	±195	153	±121		
15 years	260	±121	53	±42		
16 and 17 years	487	±124	59	±48		
18 to 24 years	675	±192	263	±140		
25 to 34 years	1,211	±227	615	±146		
35 to 44 years	2,173	±241	441	±138		
45 to 54 years	2,467	±282	610	±210		
			432	±119		
55 to 64 years	1,984	TZZ				
55 to 64 years 65 to 74 years	1,984 1,214	±227 ±213	292	±86		

COC



	COC	_	AU			
Zionsville town,	, Boone County, Indiana	Census Tract 81	Census Tract 8106.01; Boone County; Indiana			
Estimate	Margin of Error	Estimate	Margin of Error			
30,832	±35	8,253	±690			
29,974	±302	7,995	±706			
26,985	±557	7,432	±730			
796	±244	268	±214			
19	±28	6	±11			
1,464	±375	65	±65			
0	±27	0	±18			
34	±33	0	±18			
676	±313	224	±117			
159	±177	0	±18			
517	±213	224	±117			
858	±297	258	±158			
325	±164	41	±44			
0	±27	0	±18			
0	±27	0	±18			
19	±48	19	±48			
27	±45	0	±18			
355	±270	110	±90			
132	±98	88	±84			
99	±82	88	±84			
33	±49	0	±18			
	Zionsville town Estimate 30,832 29,974 26,985 796 19 1,464 0 34 676 159 517 858 325 0 0 0 19 27 355 132 99	Zionsville town, Boone County, Indiana Estimate Margin of Error 30,832 ±35 29,974 ±302 26,985 ±557 796 ±244 19 ±28 1,464 ±375 0 ±27 34 ±33 676 ±313 159 ±177 517 ±213 858 ±297 325 ±164 0 ±27 19 ±48 27 ±45 355 ±270 132 ±98 99 ±82	Estimate Margin of Error Estimate 30,832 ±35 8,253 29,974 ±302 7,995 26,985 ±557 7,432 796 ±244 268 19 ±28 6 1,464 ±375 65 0 ±27 0 34 ±33 0 676 ±313 224 159 ±177 0 517 ±213 224 858 ±297 258 325 ±164 41 0 ±27 0 19 ±48 19 27 ±45 0 355 ±270 110 132 ±98 88 99 ±82 88			

Bridge Inspection Report

06-00061 CR 1000E over BIG EAGLE CREEK



Inspection Date: 9/28/2022

Inspected By: Bailey Spear

Inspection Type(s): Routine

Inspector:Bailey SpearAsset Name:06-00061Inspection Date:9/28/2022Facility Carried:CR 1000E

Bridge Inspection Report

None.

Conditions:

Bridge is in Generally Satisfactory Condition. Substructure is in Poor Condition.

Bridge Rail and Approach Rail Do Not Meet Current Standards. Bridge Rail Low (21" to Top). Up to 1.3' Shoulder Drop-offs at Bridge Corners. Leakage Between Beams. Tie-Rod Missing Nut and Pockets Not Grouted. Minor Spalls in Beam 6 at Post Connections. Up to 5" Deep Abrasions in North Abutment. Up to 6" Deep Abrasions in South Abutment. 1" Wide Crack & Spalls SW Corner Abutment. Cracks & Spalls NE Wing w/ Brush

Recommendations:

Replace Bridge Due to Advanced Deterioration of the Substructure.

Remarks:

This Bridge is on a 12 Month Routine Inspection Cycle Due to Advanced Deterioration of the Abutments.

History:

Superstructure Constructed in 1965 on Abutments Built in 1925.

Inspector: Bailey Spear Asset Name: 06-00061 **Facility Carried: CR 1000E**

Inspection Date: 9/28/2022 **Bridge Inspection Report**

IDENTIFICATION

185 - Indiana (1) STATE CODE:

0600044 (8) STRUCTURE:

(5 A-B-C-D-E) INV. ROUTE: 1 - 4 - 2 - 01000 - 0

(2) HIGHWAY AGENCY 01 - Crawfordsville

DISTRICT:

(3) COUNTY CODE: **006 - BOONE**

(4) PLACE CODE: 00000 - N/A

(6) FEATURES INTERSECTED: **BIG EAGLE CREEK**

(7) FACILITY CARRIED: **CR 1000E**

00.40 N OF SR 32 (9) LOCATION:

(11) MILEPOINT: 0000.000 (12) BASE HIGHWAY NETWORK: 0

(13A) INVENTORY ROUTE:

(13B) SUBROUTE NUMBER:

(16) LATITUDE: 40.04745

(98) BORDER

(17) LONGITUDE:

A) STATE NAME:

B) PERCENT %

(99) BORDER BRIDGE STRUCT.

NO:

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:

A) KIND OF 5 - Prestressed concrete

MATERIAL/DESIGN:

B) TYPE OF DESIGN/CONSTR: 05 - Box Beam or

Girders - Multiple

(44) STRUCTURE TYPE, APPROACH SPANS:

A) KIND OF 0 - Other

MATERIAL/DESIGN:

B) TYPE OF DESIGN/CONSTR: 00 - Other (45) NUMBER OF SPANS IN MAIN 001

UNIT:

(46) NUMBER OF APPROACH 0000

SPANS:

(107) DECK STRUCTURE TYPE: 2 - Concrete Precast

Panels

2017

-86.27943

(108) WEARING SURFACE/PROT

SYS:

6 - Bituminous A) WEARING SURFACE:

B) DECK MEMBRANE: 0 - None

C) DECK PROTECTION: 0 - None

AGE OF SERVICE

(27) YEAR BUILT: 1925

(106) YEAR RECONSTRUCTED: 1965

(42) TYPE OF SERVICE:

A) ON BRIDGE: 1 - Highway

B) UNDER BRIDGE: 5 - Waterway A) ON BRIDGE: 02

B) UNDER BRIDGE: 00

(29) AVERAGE DAILY TRAFFIC: 000300

(30) YEAR OF AVERAGE DAILY

TRAFFIC:

(28) LANES:

(109) AVERAGE DAILY TRUCK 03 %

TRAFFIC:

(19) BYPASS DETOUR LENGTH: **002** MI

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Des. No. 2101727 Appendix I - Additional Studies Inspector:Bailey SpearAsset Name:06-00061Inspection Date:9/28/2022Facility Carried:CR 1000E

Bridge Inspection Report

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0068.5	FT	(35) STRUCTURE FLARED:	0 - No	flare
(49) STRUCTURE LENGTH:	0074.0	FT	(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(50) CURB/SIDEWALK WIDTHS:				0010	T.T.
A) LEFT	0.00	FT	(47) TOT HORIZ CLEARANCE:	024.2	F"T
B) RIGHT:	00.0	FT	(53) VERT CLEAR OVER BR RDWY:	99.99	FT
,			(54) MIN VERTICAL		
(51) BRDG RDWY WIDTH CURB-	024.2	FT	UNDERCLEARANCE:	N.T.	
TO-CURB:			A) REFERENCE FEATURE:	N	13 (1)
(52) DECK WIDTH, OUT-TO-OUT:	024.3	FT	B) MIN VERT UNDERCLEAR:	00.00	F"I"
(32) APPROACH ROADWAY	020.0	FT	(55) LATERAL UNDERCLEARANCE RIGHT:		
(33) BRIDGE MEDIAN:	0 - No r	median	A) REFERENCE FEATURE:	N	
(55) DRIDGE MEDIAN.	0-1101	meuian	B) MIN LATERAL UNDERCLEAR:	0.000	FT
(34) SKEW:	00	DEG	(56) MIN LATERAL UNDERCLEAR	0.000	FT

INSPECTIONS

(90) INSPECTION DATE:	09/28/2022	(91) DESIGNATED INSPECTION	12	MONTHS
(92) CRITICAL FEATURE		FREQUENCY:		
INSPECTION:		(93) CRITICAL FEATURE		
A) FRACTURE CRITICAL	N	INSPECTION DATE:		
REQUIRED/FREQUENCY:		A) FRACTURE CRITICAL DATE:		
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	N	B) UNDERWATER INSP DATE:		
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	N	C) OTHER SPECIAL INSP DATE:		
REQUIRED/TREQUERTOT.				

ON LEFT:

CONDITION

(58) DECK:	6 - Satisfactory Condition (minor deterioration)	(60) SUBSTRUCTURE:	4 - Poor Condition (advanced deterioration)
(58.01) WEARING SURFACE:	7 - Good Condition	(61) CHANNEL/CHANNEL	6 - Bank slump.
(59) SUPERSTRUCTURE:	6 - Satisfactory Condition (minor	PROTECTION:	widespread minor damage
	deterioration)	(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: 6 - Satisfactory Condition (minor deterioration)

Comments:

Bridge Rail Low (21" to Top). See Superstructure Comments.

Material: Top of Beams

(58.01) WEARING SURFACE: 7 - Good Condition

Comments:

Sealed & Unsealed Cracks. Material: 2" Asphalt Inspector:Bailey SpearAsset Name:06-00061Inspection Date:9/28/2022Facility Carried:CR 1000E

Bridge Inspection Report

(59) SUPERSTRUCTURE: 6 - Satisfactory Condition (minor deterioration)

Comments:

Leakage Between Beams. Tie-Rod Missing Nut and Pockets Not Grouted. Minor Spalls in Beam 6 at Post Connections.

Material: 6 - WS33x4'-0" Adjacent Precast Concrete Box Beams w/ Weep Holes

(60) SUBSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:

Up to 5" Deep Abrasions in North Abutment. Up to 6" Deep Abrasions in South Abutment. 1" Wide Crack & Spalls SW Corner Abutment. Cracks & Spalls NE Wing w/ Brush.

Material: Concrete Abutments

(61) CHANNEL/CHANNEL 6 - Bank slump. widespread minor damage

PROTECTION

Comments:

Minor Bank Erosion Upstream, Downstream, & Ditch NW Quadrant.

Material: Sand & Gravel Bottom. Concrete Chunks on South Slope Under Bridge. Natural Slopes North Slope Under Bridge,

Upstream, & Downstream

(62) CULVERTS: N - Not Applicable

Comments:

N/A

Material: N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	0 - Unknown	(66) INVENTORY RATING:
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD: 8 - Load and Resistance Factor Rating (LRFR)
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	rating report by rating factor (RF)
(64) OPERATING RATING:		method using HL-93 loadings.
(63) OPERATING RATING	8 - Load and Resistance	(66B) INVENTORY BATING (H):

METHOD:

8 - Load and Resistance
Factor Rating (LRFR)
rating report by rating

(66B) INVENTORY RATING (H):
(66C) TONS POSTED:

factor (RF) method using HL-93 loadings.

((CD) DATE DOCTED (CLOCED

(66D) DATE POSTED/CLOSED:

APPRAISAL

THE THIRTIE			
SUFFICIENCY RATING:	57.9	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATIO	N: 2	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	5	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 8 - Bridge Above Approaches

Comments:

Adequate. Bridge Above Approaches.

Inspector: Bailey Spear Asset Name: 06-00061 Inspection Date: 9/28/2022 **Facility Carried: CR 1000E**

Bridge Inspection Report

(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria

Comments:

No Speed Reduction Required. Curve to South. Bridge at Top of Slight Crest Vertical Curve.

Material: Asphalt - Sealed & Unsealed Cracks.

Up to 1.3' Shoulder Drop-offs at Bridge Corners. Object Markers In Place.

(113) SCOUR CRITICAL BRIDGES: 5 - Scour within limits of footing or piles

Comments: No Notable Scour.

CLASSIFICATION

(20) TOLL: 3 - On Free Road (21) MAINT. RESPONSIBILITY: 02 - County Highway

Agency 02 - County Highway (22) OWNER:

(26) FUNCTIONAL CLASS OF Agency

INVENTORY RTE: (37) HISTORICAL SIGNIFICANCE: 5 - Not eligible

(100) STRAHNET HIGHWAY: Not a STRAHNET route (101) PARALLEL STRUCTURE: N - No parallel structure

(102) DIRECTION OF TRAFFIC: 2-way traffic (103) TEMPORARY STRUCTURE:

(104) HIGHWAY SYSTEM OF 0 - Structure/Route is

(105) FEDERAL LANDS 0-Not Applicable INVENTORY ROUTE: NOT on NHS

HIGHWAYS: (110) DESIGNATED NATIONAL Inventory route not on

(112) NBIS BRIDGE LENGTH: Yes NETWORK: network

NAVIGATION DATA

(38) NAVIGATION CONTROL: 0 - No navigation (39) NAVIGATION VERTICAL CLEAR: 000.0 FT

control on waterway (116) MINIMUM NAVIGATION VERT. (bridge permit not CLEARANCE, VERT. LIFT BRIDGE: required)

(111) PIER OR ABUTMENT (40) NAV HORIZONTAL CLEARANCE: 0000.0 FT

PROTECTION:

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK: 31 - Replacement -(95) ROADWAY IMPROVEMENT COST: \$ 000185 Load/Geometry

> \$ 001071 (96) TOTAL PROJECT COST:

(75B) WORK DONE BY: 1 - Work to be done by (97) YR OF IMPROVEMENT COST EST: 2021 contract

(114) FUTURE AVG DAILY TRAFFIC: 000460 (76) LENGTH OF IMPROVEMENT: 000087 FT

(115) YR OF FUTURE ADT: 2037 (94) BRIDGE IMPROVEMENT \$ 000570

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COST:

09 - Rural - Local

FT

 Inspector:
 Spear,Bailey
 Structure Number:
 0600044

 Inspection Date:
 09/28/2022
 Facility Carried:
 CR 1000E

Bridge Inspection Report

Approach Slabs:	* Indicate if present & condition rating.	
Comments:		
Paint: * Indicate if	paint present , year painted & condition	rating.
Comments:		
Endangered Specie	es: * If yes, add one photo to the dropa	lown field
Bats: seen or heard under structure? *		N - No evidence of bats
Birds/swallows/nests seen? Empty nests present? *		N - No Birds and/or Nests Vis

BRIDGE Culvert Geometry:

Barrel Length: 000.0 Height: 00.0 Width: 00.0
 Inspector:
 Spear,Bailey
 Structure Number:
 0600044

 Inspection Date:
 09/28/2022
 Facility Carried:
 CR 1000E

Bridge Inspection Report

NBI Data come from National Inventory

NBI 113: Scour Critical Bridges 5 NBI 113a Scour Critical Bridges Comments No Notable Scour.

To Be Completed by Hydraulics

Scour Analysis Status Scour Analysis Date Scour Analysis Determination

Hydraulics Comments

To Be Completed by Bridge Inspection

Scour Critical Safety Status Date of Counter Measure Placed or Field Verified

Bridge Inspectoin Comments

Scour Delineators installed