FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	North Hogan Road / Dearborn County
Designation Number(s):	1902773
Project Description/Termini:	Bridge replacement over Little Hogan Creek/0.05 mile west of Union Ridge Road.

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

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INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Scott Farrell (Lead) and Kaitlynn Walker, American Structurepoint, Inc.

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

Part I – Public Involvement

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

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

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on November 10, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample of the Notice of Entry letter is included in Appendix G, G-1.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: Dearborn County INDOT District: Seymour

Local Name of the Facility: North Hogan Road

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

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

PURPOSE AND NEED:

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

Need: The need for the project is evidenced by the deteriorating condition of the existing bridge that carries North Hogan Road over Little Hogan Creek. Specific condition ratings noted in the April 27, 2020 Bridge Inspection Report (Appendix I, I-1 to I-19), conducted by American Structurepoint, Inc., include the following:

- Bridge deck – 5 (fair condition - minor section loss) out of 9 (excellent condition)
- Wearing surface – 5 (fair condition – minor wear and cracks) out of 9 (excellent condition)
- Superstructure – 4 (poor condition – advanced deterioration) out of 9 (excellent condition)

- Substructure – 5 (fair condition – minor section loss) out of 9 (excellent condition)

Purpose: The purpose of the project is to provide a crossing over Little Hogan Creek that meets the condition ratings of at least a 7 (good) out of 9 (excellent) for the bridge deck, wearing surface, superstructure, and substructure.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Dearborn Municipality: N/A

Limits of Proposed Work: Approximately 198 feet west and 148 feet east along North Hogan Road from the center of Dearborn County Bridge #33.

Total Work Length: 0.216 Mile(s) Total Work Area: 2.9 Acre(s)

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

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

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

Dearborn County, with administrative oversight from the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA) intend to proceed with the Dearborn County Bridge #33 Replacement Project.

Location: This project is located on North Hogan Road at Dearborn County Bridge #33, approximately 0.05 mile west of the intersection of Union Ridge Road and North Hogan Road in Dearborn County, Indiana. The project is more specifically located on the Aurora United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Section 9, Township 5 North, Range 2 West (Appendix B, B-2). The project area extends along North Hogan Road from approximately 198 feet west to approximately 148 feet east from the center of Dearborn County Bridge # 33. Various maps, aerial photographs, and project area photographs can be referenced in Appendix B, B-1 to B-6.

Existing Conditions: This section of North Hogan Road is a two-lane rural major collector. The existing typical roadway section consists of two, 9-foot wide travel lanes (one eastbound, one westbound) bordered by 0.5-foot shoulders. The existing right-of-way along North Hogan Road varies from 40 feet to 50 feet to the north from the centerline of the roadway and 40 feet to the south from the centerline of the roadway. The existing structure is a three-span, steel girder bridge built in 1963 with no rehabilitations. The bridge has a structure length of 110 feet with an out-to-out coping width of 21.9 feet. The existing typical roadway section for the bridge consists of two, 9-foot wide travel lanes (one eastbound, one westbound) bordered by 0.5 shoulders. The clear roadway width is 20.1 feet wide. The intersection of North Hogan Road and Union Ridge Road is located approximately 115 feet east of the center of the bridge. Union Ridge Road consists of two 10-foot travel lanes (one northbound, one southbound). Additionally, an approximately 15-foot private drive is located north of North Hogan Road approximately 130 feet west of the center of the bridge. Drainage within the project area is conveyed via roadside ditches to Little Hogan Creek.

Specific deficiencies noted in the April 27, 2020 Bridge Inspection Report (Appendix I, I-1 to I-19) include spalling and exposed rebar, scour, and cracks in both piers of the substructure, heavy flaking rust on the superstructure, and spalling, delamination, and debris on the deck.

The project area is primarily comprised of maintained grassy right-of-way and wooded areas. This project is located in a primarily agricultural and residential area. Ground level photographs of existing conditions within the project area are included in Appendix B, B-4 to B-6.

Preferred Alternative: The project will replace the existing bridge with a new structure. The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely

maintained. The roadway grade will be effectively unchanged with a raise of less than 1 inch to minimize project length and impacts. Limited portions of North Hogan Road and Union Ridge Road will be reconstructed as necessary to tie into the new structure. Riprap will be placed along the side slopes for scour protection purposes as needed. Project plans are included in Appendix B, B-7 to B-14.

Maintenance of Traffic (MOT): A closure of North Hogan Road at the location of Dearborn Bridge #33 will be required. A detour will require through traffic to take SR 48 to Possum Ridge Road or North Union Road to North Hogan Road. For more details, please see the *Maintenance of Traffic during Construction* section of this CE document.

Logical Termini/Independent Utility: The termini of the project, which encompass an approximately 0.07 mile-section of North Hogan Road centered on Dearborn County Bridge #33, were selected to provide independent utility and fulfill the purpose and need of the project. The preferred alternative's termini represent the minimum limits needed to tie in the project with the existing roadway while meeting the purpose of the project. This alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, it is a single and complete project.

Purpose and Need Fulfillment: The new bridge will have excellent condition ratings; therefore, the project's purpose and need will be satisfied.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

No Build: This alternative leaves the existing bridge, in a deteriorated condition, as it currently exists. While this alternative eliminates cost and any environmental impacts, it would not address the purpose and need which is to improve the ratings of the bridge deck, wearing surface, superstructure, and substructure to at least a 7 (good) out of 9 (excellent). Therefore, this alternative was eliminated from further consideration.

Bridge Deck Rehabilitation: This alternative would include rehabilitation of the existing bridge deck. While this alternative would improve the bridge deck and wearing surface ratings, it would not improve the ratings of the superstructure and substructure to at least a 7 (good) out of 9 (excellent). Therefore, this alternative was eliminated from further consideration.

Single Span, Composite Steel Beam Bridge Replacement: This alternative would include the replacement of the existing bridge with a single span, composite steel beam bridge. This alternative would address the purpose and the need as it would improve the ratings of the bridge deck, wearing surface, superstructure, and substructure to at least a 7 (good) out of 9 (excellent). However, this alternative would increase cost and environmental impacts due to the necessary increase in grade raise required. Therefore, this alternative was eliminated from further consideration.

Single Span, Composite Pre-stressed Concrete Beam Bridge Replacement: This alternative would include the replacement of the existing bridge with a single span, composite pre-stressed concrete beam bridge. This alternative would address the purpose and the need as it would improve the ratings of the bridge deck, wearing surface, superstructure, and substructure to at least a 7 (good) out of 9 (excellent). However, this alternative would increase cost and environmental impacts due to the necessary increase in grade raise required. Therefore, this alternative was eliminated from further consideration.

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

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

ROADWAY CHARACTER:

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

County Dearborn | Route North Hogan Road | Des. No. 1902773

Name of Roadway	North Hogan Road				
Functional Classification:	Major Collector				
Current ADT:	375	VPD (2025)	Design Year ADT:	375	VPD (2045)
Design Hour Volume (DHV):	8	Truck Percentage (%)	8		
Designed Speed (mph):	40	Legal Speed (mph):	40		

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	10	ft.	10	ft.
Shoulder Width:	3	ft.	3	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): 15-00033

Sufficiency Rating: 19.3, American Structurepoint, Inc. Bridge Inspection Report (Appendix I, I-1 to I-19)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Three-Span, Steel Girder		3-Span, Composite, Continuous Pre-Stressed Concrete Beam	
Number of Spans:	3		3	
Weight Restrictions:	11	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	25.25	ft.	25.25	ft.
Outside to Outside Width:	28.25	ft.	28.25	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

The existing Dearborn County Bridge #33 (15-00033) is located within the project area. The existing structure is a three-span, steel girder bridge. This bridge carries North Hogan Road over Little Hogan Creek. The existing bridge has a structure length of 110 feet with an out-to-out coping width of 21.9 feet. The existing typical roadway section for the bridge consists of two, 9-foot wide travel lanes (one eastbound, one westbound) bordered by 0.5-foot shoulders. The clear roadway width is 20.1 feet wide. The existing bridge was originally constructed in 1963 and has had no rehabilitations since original construction.

According to the *Indiana Historic Bridge Inventory, Volume 2, Listing of Non-Historic Bridges (Counties G-L)* and *(Counties R-W)*, this bridge does not appear to possess significance under the National Register of Historic Places (NRHP) evaluation system. As such, the bridge is listed as not eligible for the NRHP.

The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. Riprap will be placed along the side slopes for scour protection purposes above the OHWM as needed. For additional details regarding the proposed bridge replacement, please see the Project Description section above.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a closure of North Hogan Road at Dearborn County Bridge #33 for the duration of construction. A detour will be used to guide traffic away from the construction site. The detour will utilize Possum Ridge Road, SR 48, Union Ridge Road, and North Hogan Road for a total of 17 miles. This will add approximately 25 minutes of additional travel time for motorists. This closure and detour will be in place for approximately 2 months while construction is taking place (Appendix B, B-11).

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ _____ Right-of-Way: $ 30,000 (2024) Construction: $ 2,080,650 (2025)

Anticipated Start Date of Construction: November 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	N/A	N/A
Commercial	N/A	N/A
Agricultural	0.14	N/A
Forest	0.46	0.10
Wetlands	N/A	N/A
Other:	N/A	N/A
Other:	N/A	N/A
TOTAL	0.60	0.10

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths

(existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The project requires approximately 0.60 acre of permanent right-of-way (ROW) from north and south of N. Hogan Road including forested and maintained grassy land. The project also requires approximately 0.10 acre of temporary ROW from north and south of North Hogan Road including forested and agricultural land. Existing ROW along this section of North Hogan Road varies between 40 feet and 50 feet to the north from the centerline of the roadway and 40 feet to the south from the centerline.

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

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on December 7, 2020. (Appendix C, C-1 to C-3)

Agency	Date Sent	Date Response Received	Appendix
INDOT Seymour District Project Manager	12/7/2020	N/A	N/A
Dearborn County Emergency Management Agency (EMA)	12/7/2020	N/A	N/A
INDOT Seymour District Environmental	12/7/2020	N/A	N/A
Lawrenceburg Community School Corporation	12/7/2020	N/A	N/A
South Dearborn Community School Corporation	12/7/2020	N/A	N/A
Dearborn County Surveyor	12/7/2020	N/A	N/A
Dearborn County Sheriff's Department	12/7/2020	N/A	N/A
Dearborn County Planning Commission	12/7/2020	N/A	C-26
Southeastern Indiana Regional Planning Commission	12/7/2020	N/A	N/A
Dearborn County Highway Department	12/7/2020	N/A	N/A
Ohio-Kentucky-Indiana Regional Council of Governments	12/7/2020	12/8/2020	C-24
US Army Corps of Engineers	12/7/2020	N/A	N/A
US Department of Housing and Urban Development	12/7/2020	N/A	N/A
Indiana Dept. of Natural Resources, Division of Fish and Wildlife	12/7/2020	1/6/2021	C-15 to C-19
United States Fish and Wildlife	12/7/2020	12/29/2020	C-20 to C021
Indiana Geological and Water Survey (Automated System)	12/7/2020	12/7/2020	C-12 to C-14
US Natural Resources Conservation Service	12/7/2020	12/16/2020	C-22 to C-23
Midwest Regional Office of the National Park Service	12/7/2020	N/A	N/A
Dearborn County Storm Water Coordinator	12/7/2020	12/8/2020	C-25
Dearborn County Soil and Water Conservation District	12/7/2020	N/A	N/A
Federal Highway Association	12/7/2020	N/A	N/A
Dearborn County Floodplain Administrator	12/7/2020	N/A	N/A

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

SECTION B – ECOLOGICAL RESOURCES:

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

Total stream(s) in project area: 790 Linear feet Total impacted stream(s): 26.6 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Little Hogan Creek	Perennial	335	26.6	Little Hogan Creek enters the investigated area 0.05 mile north of Dearborn County Bridge #33 and flows south for 335 linear feet before exiting the southern boundary of the investigated area. It is anticipated that Little Hogan Creek would be considered a jurisdictional water of the U.S. (Appendix F, F-1 to F-32)
UNT 1 to Little Hogan Creek	Intermittent	316	0	UNT 1 to Little Hogan Creek enters the eastern boundary of the investigated area approximately 0.02 mile southeast of the intersection of Union Ridge Road and North Hogan Road and flows generally northwest for 316 linear feet before draining into Little Hogan Creek. It is anticipated that UNT 1 to Little Hogan Creek would be considered a jurisdictional water of the U.S. (Appendix F, F-1 to F-32)
UNT 2 to Little Hogan Creek	Intermittent	139	0	UNT 2 to Little Hogan Creek enters the northern boundary of the investigated area approximately 0.05 mile north of the intersection of Union Ridge Road and North Hogan Road and generally flows southwest for 139 linear feet before draining into Little Hogan Creek. It is anticipated that UNT 2 to Little Hogan Creek would be considered a jurisdictional water of the U.S. (Appendix F, F-1 to F-32)

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 2017 aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-9) there are nine streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There is one stream within or adjacent to the project area. Three streams were identified within the project area during the site visit on June 7, 2021 by American Structurepoint, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on November 10, 2021. Please refer to Appendix F, F-1 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report.* Three streams were delineated for a total of 790 linear feet within the investigated area. It was determined that Little Hogan Creek, Unnamed Tributary (UNT) 1 to Little Hogan Creek, and UNT 2 to Little Hogan Creek are considered jurisdictional waters of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The Federal Wild and Scenic Rivers listing, State Natural Scenic and Recreational Rivers listing, and the Outstanding Rivers List for Indiana were researched by American Structurepoint, Inc. on August 18, 2022 to determine the possible presence of protected waterways in the project area. No listed resources were identified within the project area.

Little Hogan Creek is a perennial stream that flows under North Hogan Road within the project area. The OHWM of Little Hogan Creek is 33 feet wide by 2 feet deep. Little Hogan Creek would be considered a good quality stream.

UNT 1 to Little Hogan Creek is an intermittent stream that flows under Union Ridge Road within the project area. The OHWM of UNT 1 to Little Hogan Creek is 2.2 feet wide by 0.3 foot deep. UNT 1 to Little Hogan Creek would be considered an average quality stream.

UNT 2 to Little Hogan Creek is an intermittent stream that flows under Union Ridge Road within the project area. The OHWM of UNT 2 to Little Hogan Creek is 2.2 feet wide by 0.3 foot deep. UNT 2 to Little Hogan Creek would be considered an average quality stream.

The project will permanently impact approximately 26.6 linear feet (0.0015 acre) of Little Hogan Creek due to the placement of clean earthen fill for bank stabilization below the OHWM and approximately 0.005 acre due to construction of the piers. Temporary impacts to Little Hogan Creek include two approximately 90-foot sandbag cofferdams near the bridge piers and approximately 0.014 acre of temporary stream access. Construction activities will require the issuance of an Indiana Department of Environmental Management (IDEM) Section 401 Nationwide Permit (NWP) and a USACE Section 404 NWP. No compensatory mitigation will be required.

The Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW) responded on January 6, 2021 with recommendations regarding bank stabilization, wildlife passage, stream revegetation, in-channel work, placement of riprap, and timing restrictions on work in waterways (Appendix C, C-7 to C-11).

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

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

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

Based on the desktop review, the 2017 aerial map of the project area, and the RFI report (Appendix E, E-1 to E-9*)* there are two open water feature(s) within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visit on June 7, 2021 by American Structurepoint, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on November 10, 2021. Please refer to Appendix F, F-1 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report.* No open water feature(s) were identified within the investigated area. Therefore, no impacts are expected.

County Dearborn Route North Hogan Road Des. No. 1902773

	Presence	Impacts Yes	Impacts No
Wetlands	X		X

Total wetland area: 0.013 Acre(s) Total wetland area impacted: 0 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	PEME	0.013	0	Wetland A is an emergent wetland located 0.03 mile north of the intersection of Union Ridge Road and North Hogan Road and extends north for approximately 120 linear feet within the roadside ditch along the east side of Union Ridge Road. It is anticipated Wetland A would be considered a jurisdictional water of the U.S.

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

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

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

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

Based on the desktop review, the 2017 aerial map of the project area, and the RFI report Appendix E, E-1 to F-9, there are nine wetlands within the 0.5-mile search radius. There is one wetland within or adjacent to the project area. That number was confirmed by the site visit on June 7, 2021 by American Structurepoint, Inc.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on November 10, 2021. Please refer to Appendix F, F-1 to F-32 for the *Waters of the U.S. Determination / Wetland Delineation Report*. One wetland was delineated totaling 0.013 acre within the investigated area. It was determined that Wetland A is considered jurisdictional waters of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Wetland A is not located within the construction limits. Therefore, no impacts are expected.

The Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW) responded on January 6, 2021 with recommendations regarding appropriate agency coordination and permitting, revegetation of disturbed areas, tree and brush clearing, and riprap placement (Appendix C, C-7 to C-11).

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

	Presence	Impacts Yes	Impacts NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 2.17 Acre(s) Total tree clearing: 0.025 Acre(s)

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

Based on a desktop review, a site visit on June 7, 2021 by American Structurepoint, and the 2017 aerial map of the project area (Appendix B, B-3), there is maintained grassy ROW and forested habitat within the project area. Dominant species noted during the field investigation include Sugar Maple (*Acer saccharum*), Slippery Elm (*Ulmus rubra*), Boxelder maple *(Acer negundo),* Amur honeysuckle *(Lonicera maackii),* Redshank *(Persicaria maculosa),* Garlic mustard *(Alliaria petiolata),* Blue-stemmed goldenrod *(Solidago caesia),* and Creeping jenny *(Lysimachia nummularia).* Photos of the project area taken during the June 7, 2021 site visit can be referenced in Appendix B, B-4 to B-6.

Approximately 0.25 acre of terrestrial habitat (forested area) will be permanently impacted due to tree clearing. All tree clearing will take place during bat inactive season (between October 1 and March 31). Approximately 0.07 acre of maintained grassy ROW will be temporarily impacted due to the need for equipment staging and site access.

The Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW) responded on January 6, 2021 with recommendations to avoid or minimize impacts to terrestrial habitat. The response included recommendations regarding bank stabilization and revegetation (Appendix C, C-7 to C-11). Terrestrial habitat avoidance and minimization measures requested by the IDNR-DEFW and IDEM will be implemented by the project as practicable and have been added to the Environmental Commitments section of this document. Implementation of standard INDOT specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in the area temporarily impacted by construction activities. Mitigation for disturbance of terrestrial habitat is not anticipated as a result of this project.

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

Protected Species

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

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

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

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

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

Based on a desktop review and the RFI report (Appendix E, E-1 to E-9), completed by American Structurepoint, Inc. on December 7, 2020, the IDNR Dearborn County Endangered, Threatened and Rare (ETR) Species Lists have been checked. According to the IDNR-DFW early coordination response letter dated January 6, 2021 (Appendix C, C-12 to C-13), the Natural Heritage Program's

Database has been checked. To date, no ETR plant or animal species have been reported in the vicinity of the project area. An INDOT 0.5-mile bat review occurred on November 23, 2020. No endangered bat species have been documented within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C-19 to C-33). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on August 11, 2022, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect (NLAA)" the Indiana bat and/or the NLEB (Appendix C, C-34 to C-37). INDOT reviewed and verified the effect finding on August 19, 2022 and requested USFWS's review of the finding. No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Six Avoidance and Minimization Measures (AMMs) for general operation and tree clearing were included with the effect determination (Appendix C, C-45). Avoidance and Minimization Measures (AMMs) and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

A bridge inspection occurred on June 7, 2021 and no signs of birds or bats were observed using the structure (Appendix C, C-48). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 7, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

Dearborn County Bridge No. 33 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" RSP.

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

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

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

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

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most current Protection of Karst Features during Project Development and Construction. According to the topo map of the project area (Appendix B, B-2) and the RFI report (Appendix E, E-1 to E-9) there are no karst features identified within or adjacent to the project area. In the early coordination response December 7, 2020, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area, there is a low potential for bedrock and no known sand and

gravel resources, there is potential slope instability within the project area, 1% annual chance of flood hazard, and no active or abandoned mineral resources extraction sites within the project area (Appendix C, C-4 to C-6). Response from IGWS has been communicated to the designer on August 18, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

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

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

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

Wellhead Protection Area and Source Water
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on August 18, 2022 by American Structurepoint, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on August 18, 2022 by American Structurepoint, Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary
Based on a desktop review of INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by American Structurepoint, Inc. on August 18, 2022 and the RFI report; this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System
Based on a desktop review, a site visit on June 7, 2021 by American Structurepoint, Inc., the 2017 aerial map of the project area (Appendix B, B-3), no public water systems were identified. Therefore, no impacts are expected.

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

If applicable, indicate the Floodplain Level?

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

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

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by American Structurepoint, Inc. on August 18, 2022 and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-33). An early coordination letter was sent on December 7, 2020 to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day timeframe.

This project qualifies as a Category 4 per the current INDOT CE Manual, which states: No homes are located within the base floodplain within 1,000 feet upstream or within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

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

Total Points (from Section VII of CPA-106/AD-1006*) **145**

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

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

Based on a desktop review, a site visit on June 7, 2021 by American Structurepoint, Inc., the 2017 aerial map of the project area (Appendix B, B-3), the project will convert 0.14 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on December 7, 2020 to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 145 on the NRCS-CPA-106 (Appendix C, C-15). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	Category A, Type 4, Category A, Type 9, and Category B, Type 12	February 2, 2022	

Full 106 Effect Finding

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

Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	☐		
800.11 Documentation	☐		
Historic Properties Report or Short Report	☐		
Archaeological Records Check and Assessment	☐		
Archaeological Phase Ia Survey Report	☐		
Archaeological Phase Ic Survey Report	☐		
Other:	☐		

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

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On February 2, 2022, American Structurepoint, Inc. determined that this project falls within the guidelines of Category A, Type 4, Category A, Type 9, and on February 2, 2022 the INDOT Cultural Resource Office (CRO) determined this project also falls within the guidelines of Category B, Type 12 under the Minor Projects Programmatic Agreement, (Appendix D, D-1). Category A, Type 1 covers "work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure." Category A, Type 6 covers the "repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils." Category B, Type 12 covers the "installation, repair, or replacement of erosion control measures along roadways, waterways, and bridge piers within previously disturbed soils." No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

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

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

Section 4(f)

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

Based on a desktop review, the 2017 aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-9) there is one potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and by the site visit on June 7, 2021 by American Structurepoint, Inc., there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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

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

Section 6(f)

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 three properties in Dearborn County (Appendix I, I-20). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

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

Location in STIP: Fiscal Year 2022-2026 STIP

Name of MPO (if applicable): Ohio-Kentucky-Indiana Regional Council of Governments

Location in TIP (if applicable): Fiscal Year (FY) 2021-2024 Ohio-Kentucky-Indiana Regional Council of Governments (MPO TIP)

Level of MSAT Analysis required?

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

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

STIP/TIP

This project is included in the Fiscal Year (FY) 2021-2024 Ohio-Kentucky-Indiana Regional Council of Governments (MPO TIP) and the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, H-1).

Attainment Status

This project is located in Dearborn County, which is currently in attainment for all criteria pollutants according to IDEM's Nonattainment County List. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT

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

SECTION G - NOISE

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

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

Social and Economic Effects

The project is considered a net benefit for the community. Temporary negative socioeconomic impacts the project will have on the community include temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and potential utility disruptions. However, these impacts are temporary and will cease upon completion of the project. These temporary inconveniences do not outweigh the benefits of the project.

The City of Aurora's visitor's website (https://aurora.in.us/) was checked, and multiple events are scheduled for the City. However, due to the proposed maintenance of traffic (see *Maintenance of Traffic* section of the document for details), no impacts to future events are anticipated.

Transition Plan

The City of Aurora has an ADA Transition Plan dated December 31, 2012 (https://aurora.in.us/pdf/titlevi/ada-transition-plan-2012.pdF). The project area contains no pedestrian facilities and subsequently, there are no pedestrian requirements or design elements. Therefore, this project complies with the City of Aurora's transition plan.

Public Facilities and Services

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

Based on a desktop review, the 2017 aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-9) there is one public facility within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on June 7, 2021 by American Structurepoint, Inc. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

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

Environmental Justice (EJ) (Presidential EO 12898)	Yes	No
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?		X
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and INDOT, 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. The project will require 0.6 acre of additional permanent right-of-way. 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 Dearborn County, Indiana. The community that overlaps the project limits is called the affected community (AC). In this project, AC 1 is Census Tract 807. 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 2018 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website https://data.census.gov/cedsci/ on September 22, 2022 by American Structurepoint staff. The data collected for minority and low-income populations within the AC are summarized in the table below.

Dearborn County Bridge #33 EJ Analysis Summary Table for CE/EA

	COC Dearborn County	**AC 1** Census Tract 807
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	48,787	6,193

Total Population Below Poverty Level	4,973	496
Percent Low-Income	10.19%	8.01%
125 Percent of COC	12.74%	
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		
Total Population	49,501	6,193
Not Hispanic or Latino: White Alone	47,648	6,071
Minority Population	1,853	122
Percent Minority	3.74%	1.97%
125 Percent of COC	4.68%	
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 1 has a percent low-income of 10.19% which is below 50% and the 125% COC threshold. Therefore, AC 1 does not contain a low-income population of EJ concern. AC 1 has a percent minority of 3.74% which is below 50% and the 125% COC threshold. Therefore, AC 1 does not contain a minority population of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, I-21 to I-29. No further environmental justice analysis is warranted.

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

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

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Date RFI concurrence by INDOT SAM (if applicable): April 10, 2021

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

Based on a review of Geographic Information System (GIS) and available public records, the RFI was completed on December 7, 2020 by American Structurepoint, Inc. and INDOT SAM provided their concurrence on April 10, 2021 (Appendix E, E-1 to E-9). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Little Hogan Creek is listed as impaired for Impaired Biotic Communities (IBC) and E.coli. Workers who are working in or near water with E.coli should take care to wear appropriate Personal Protective Equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream.

Part IV – Permits and Commitments

PERMITS CHECKLIST

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

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

Because more than one acre of land disturbance will occur, an IDEM Construction Stormwater General Permit (Rule 5) is anticipated. Additionally, an IDEM 401 NWP and USACE 404 NWP are anticipated for work within Little Hogan Creek.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3) GENERAL AMM 1 – Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS and IDNR-DFW)
4) LIGHTING AMM 1 – Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5) TREE REMOVAL AMM 1 – Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS and IDNR-DFW)
6) LIGHTING AMM 1 – Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7) TREE REMOVAL AMM 2 – Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
8) TREE REMOVAL AMM 3 – Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS and IDNR-DFW)
9) 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 and IDNR-DFW)
10) Dearborn County Bridge No. 33 has shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the December 18, 2020 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 Unique Special Provision”. (INDOT ESD)
11) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after June 7, 2023, 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)
12) Little Hogan Creek is listed as impaired for Impaired Biotic Communities (IBC) and E.coli. Workers who are working in or near water with E.coli should take care to wear appropriate Personal Protective Equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. (INDOT SAM)

For Consideration:

13) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
14) 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)
15) The rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. (IDNR-DFW)
16) Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the OHWM with the exception of area directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
17) For streambed stabilization or scour protection, riprap or other stabilization materials should not be paced in the active stream channel above existing streambed or flowline elevation unless specifically designed and installed for grade control and aquatic organism passage. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream. (IDNR-DFW)
18) Impacts to non-wetland forest of less than one acre of non-wetland forest should be replaced at a 1:1 ratio based on area. (IDNR-DFW)
19) Bridge maintenance activities should be restricted to the period between November 1 and March 1 to avoid the summer roosting period for most bats in the central part of the state. However, regardless of when work is proposed, the bridge should be inspected for the presence of bats. If there is no evidence of active bat use, work should not occur until either the bats leave the structure for the season or a separate permit is issued to remove the bats. (IDNR-DFW)
20) The State Mammologist or the US Fish and Wildlife Service should be contacted before scheduling a bridge maintenance, repair, or replacement project where evidence of bat use of the structure has been observed. (IDNR-DFW)

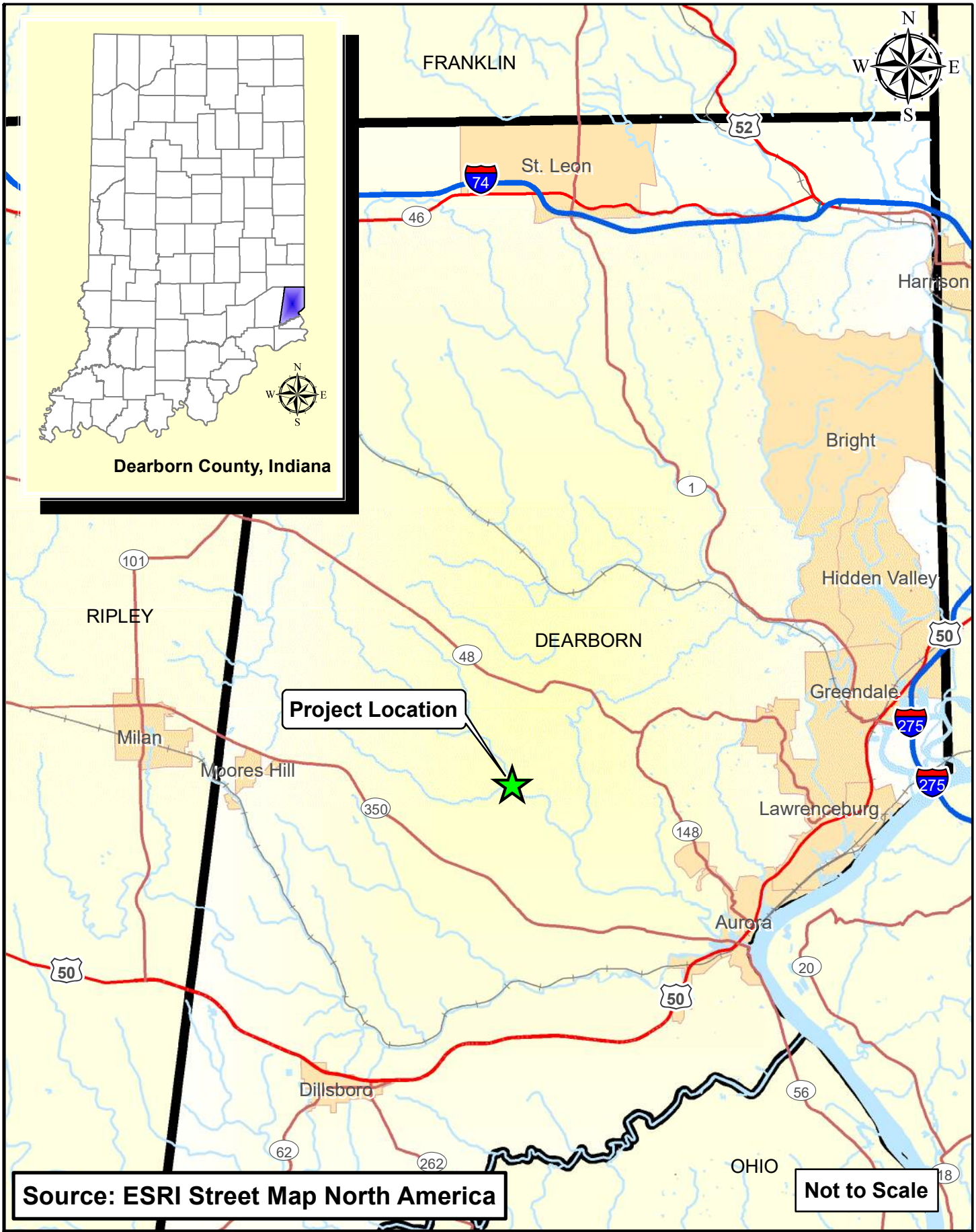
Table of Contents for Appendix Items

Appendix A: INDOT Supporting Documents A

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long-eared bat) *	"No Effect", "Not likely to Adversely Affect" (With select AMMs[7])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (any other species) *	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[9]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[10]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[11]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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



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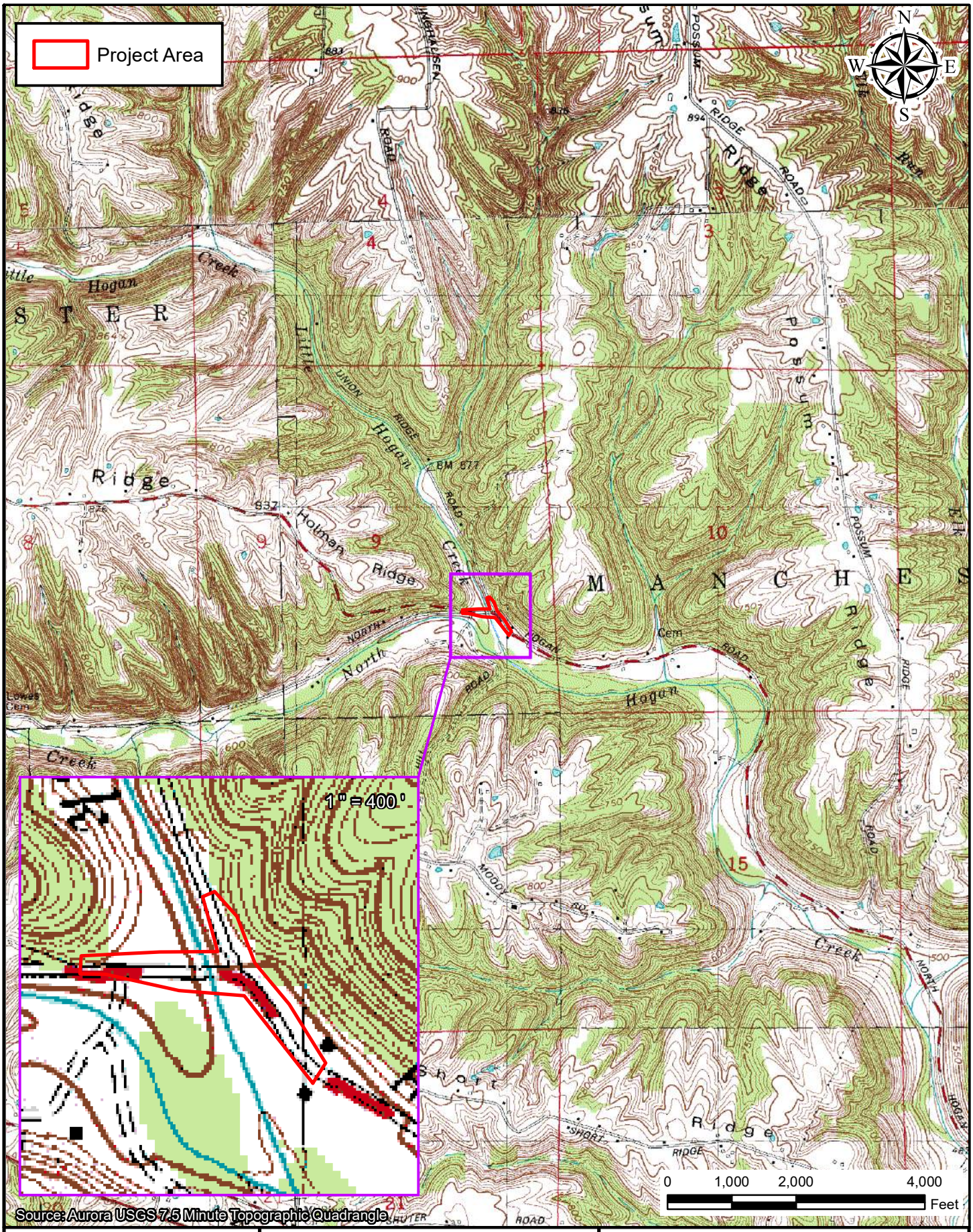
AMERICAN STRUCTUREPOINT INC.

State Location Map

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 11/11/2020



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AMERICAN STRUCTUREPOINT INC.

USGS Topographic Mapping

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 11/11/2020

Path: P:\2020\00758\D. Drawings\Environmental\Dearborn Co Bridge #33\Early Coordination\Exhibits\2020.00758.EV.2020-11-11.DearbornCoBridge33.ECL_2017Aerial.les.mxd Date:11/11/2020 User:lstevenson

AMERICAN STRUCTUREPOINT INC.

2017 Aerial Photography

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 11/11/2020

Path: P:\2020\00758\D. Drawings\Environmental\Dearborn Co Bridge #33\Early Coordination\Exhibits\2020.00758.EV.2020-11-11.DearbornCoBridge33.ECL_PhotoLocation.les.mxd Date:11/17/2020 User:kstevenson

AMERICAN STRUCTUREPOINT INC.

Photo Location Map

Dearborn County
215 West High Street #B
Lawrenceburg, IN 47025

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 11/11/2020

Photo 1. Looking east along N Hogan Rd towards Dearborn County Bridge #33.

Photo 2. Looking east along N Hogan Road from the center Dearborn County Bridge #33.

Photo 3. Looking south (downstream) along Little Hogan Creek towards Dearborn County Bridge #33.

Photo 4. Looking north (upstream) along Little Hogan Creek towards Dearborn County Bridge #33.

Photo 5. Looking northwest at the exterior beams of Dearborn County Bridge #33.

Photo 6. Looking west along N Hogan Rd from the intersection of N Hogan Rd and Union Ridge Rd.

PROJECT	DESIGNATION
1902773	1902773
CONTRACT	BRIDGE FILE
B-42799	DEARBORN COUNTY BRIDGE NO. 33B

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
DEARBORN COUNTY BRIDGE NO. 33B	CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM	3 SPAN: 34'-0", 38'-0",34'-0" SKEW: 30°0'0" LT	LITTLE HOGAN CREEK	5+82.75 "PR-1"

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

FOR SPANS OVER 20 FEET

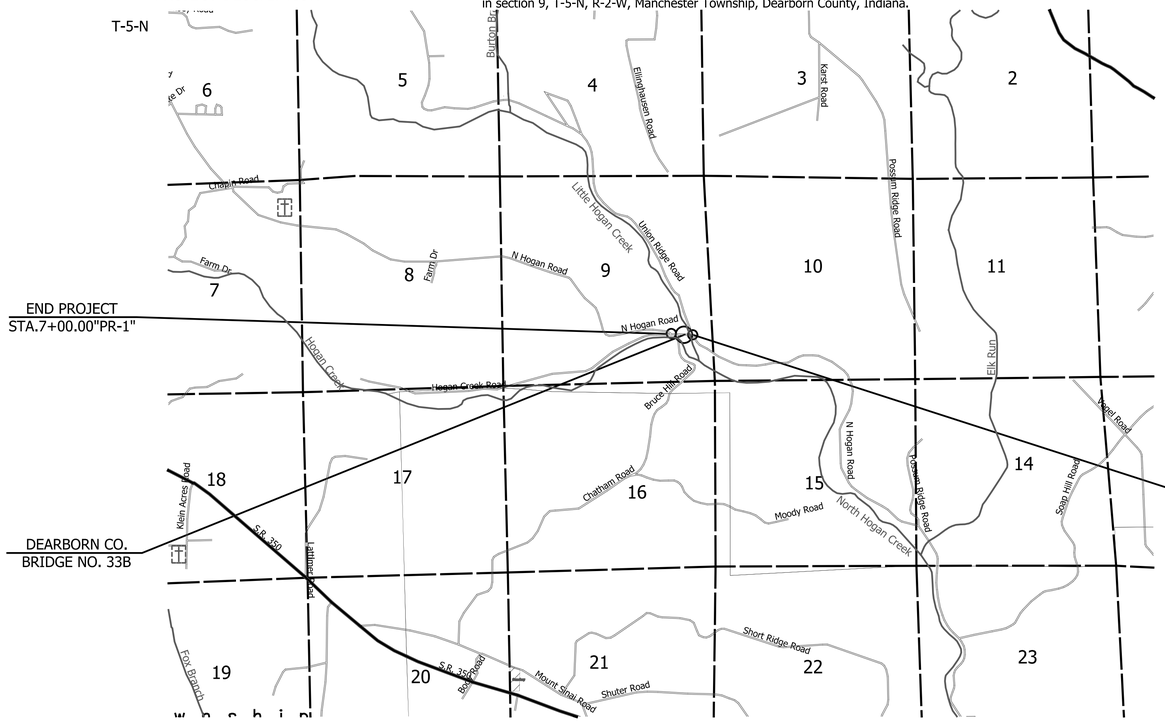
ROUTE: N. HOGAN RD.

PROJECT NO. 1902773 P.E.
1902773 R/W
1902773 CONST.

TRAFFIC DATA	N. HOGAN RD.	
A.A.D.T. 2025	375	V.P.D.
A.A.D.T. 2045	375	V.P.D.
D.H.V 2045	30	V.P.H.
DIRECTIONAL DISTRIBUTION	57	%
TRUCKS	8 %	A.A.D.T.
	8 %	D.H.V.

DESIGN DATA		
DESIGN SPEED	40	M.P.H.
PROJECT DESIGN CRITERIA	3R LOCAL AGENCY ROUTE	
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR	
RURAL/URBAN	RURAL	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	

PROJECT DESCRIPTION Bridge Replacement on North Hogan Road over Little Hogan Creek, located approximately 0.1 Miles West of Union Ridge Road, in section 9, T-5-N, R-2-W, Manchester Township, Dearborn County, Indiana.



Scale: 1"=2,000'

PROJECT LOCATION SHOWN BY
DEARBORN COUNTY

LATITUDE: 39°06'29" LONGITUDE: 84°59'19"

BRIDGE LENGTH:	0.021	MI.
ROADWAY LENGTH:	0.014	MI.
TOTAL LENGTH:	0.035	MI.
MAX. GRADE:	-0.500	%

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS.

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
DEARBORN COUNTY BRIDGE NO. 33B
DESIGNATION
1902773

SURVEY BOOK	SHEETS
ELECTRONIC	1 of 13
CONTRACT	PROJECT
B-42799	1902773

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UTILITIES

SOUTHEASTERN INDIANA R.E.M.C.
Mike Summers
P.O. Box 196
712 S. Buckeye St.
Osgood, IN 47037
mike.summers@seiremc.com
(812) 689-4111

SEI. COMMUNICATIONS
Randy Scudder
1400 S. US 50
Dillsbro IN 47018
scudder@seiata.com
(812) 667-5100 x228

HOGAN WATER CORP.
Ken Schlinkert
409 2nd St.,
Aurora, IN 47001
(812) 926-9229

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
**	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.
	Contractor shall verify existing flowline elevations to set the appropriate sump depth.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

SHEET NO.	DRAWING INDEX
1	TITLE SHEET
2	INDEX AND GENERAL NOTES
3	TYPICAL SECTIONS
4	PLAT NO. 1
5	DETOUR PLAN
6	LAYOUT
7-8	GENERAL PLAN
9	BRIDGE SUMMARY
10-13	CROSS SECTIONS

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JRW DRAWN: JRW

CHECKED: DWD CHECKED: DWD

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	DEARBORN COUNTY BRIDGE NO. 33B
VERTICAL SCALE	DESIGNATION
N/A	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	2 of 13
CONTRACT	PROJECT
B-42799	1902773

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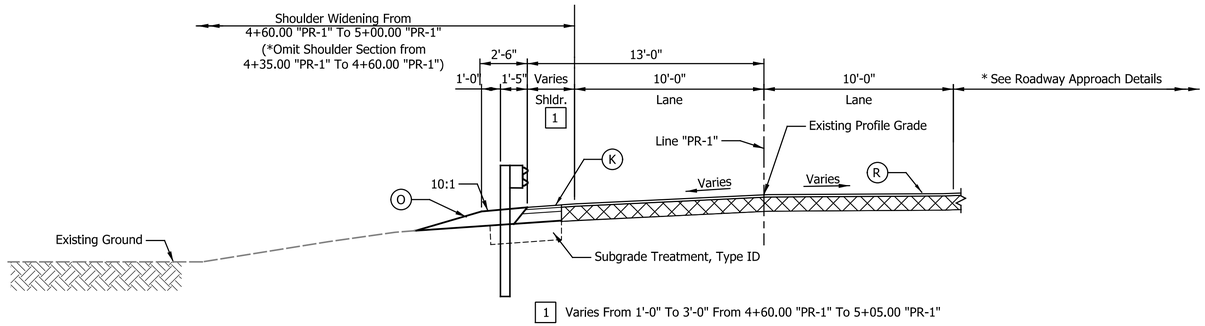
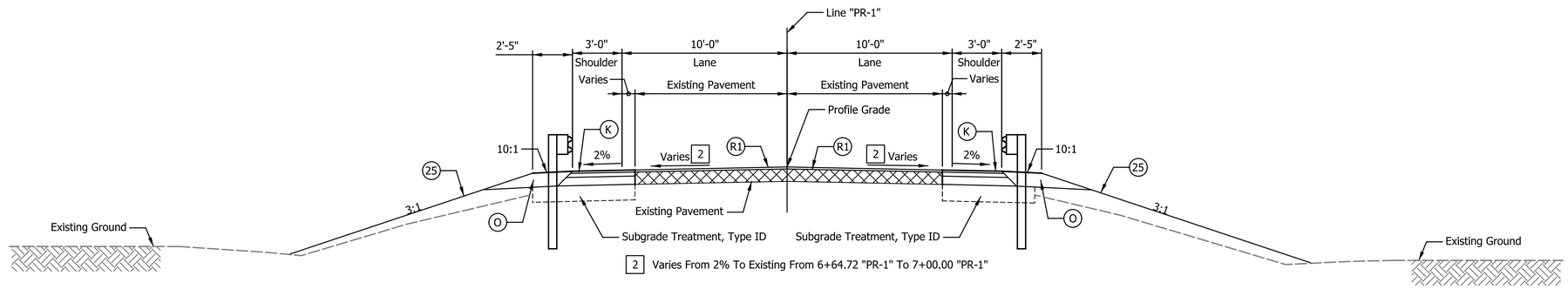


N. HOGAN RD. INCIDENTAL SECTION

4+35.00 "PR-1" TO 5+13.47 "PR-1"

PAVING EXCEPTION
5+13.47 "PR-1" TO 6+64.72 "PR-1"



N. HOGAN RD.

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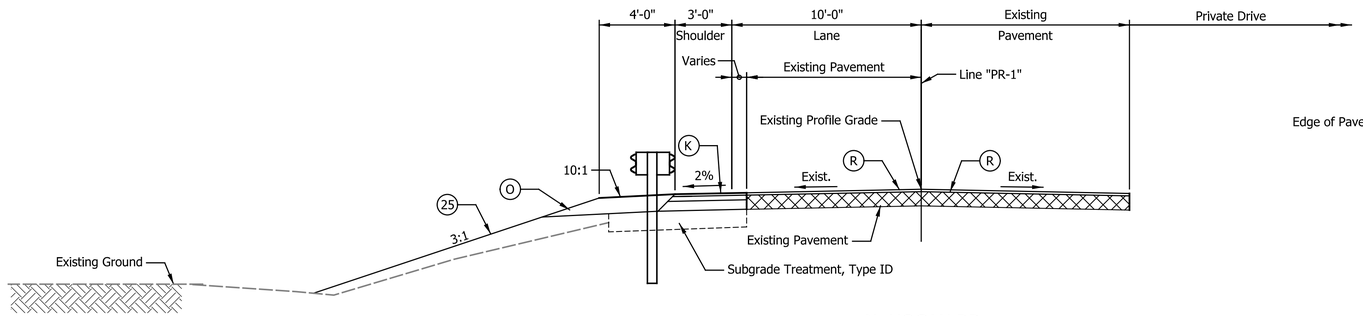
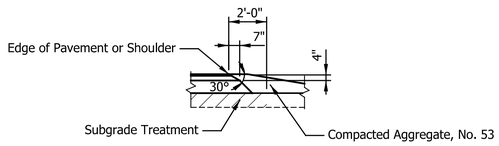


N. HOGAN RD.

7+00.00 "PR-1" TO 7+45.00 "PR-1"



HMA PAVEMENT SAFETY EDGE

NOTE TO REVIEWER
Roadway Approach Details Will Be Included
At Final Plans.

NOTES:

* See Roadway Approach Details For Shoulder Transitions And Intersection Details.

LEGEND

(25) Mulched Seeding, R

(K) 165 #/Syd QC/QA-HMA, 2, 64, Surface 9.5 mm, on
275 #/Syd QC/QA-HMA, 2, 64, Intermediate 19.0 mm, on
660 #/Syd QC/QA-HMA, 2, 64, Base 19.0 mm, on
Subgrade Treatment, Type ID

(O) Variable Depth Compacted Aggregate for Shoulder, No. 53

(R) 165 #/Syd. QC/QA-HMA, 2, 64, Surface, 9.5 mm, on Milling, 1.5"

(R1) 165 #/Syd. QC/QA-HMA,2, 64, Surface, 9.5 mm on Milling, Transition (1" to 1½")

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CDG DRAWN: JRW

CHECKED: DWD CHECKED: DWD

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	DEARBORN COUNTY BRIDGE NO. 33B
VERTICAL SCALE	DESIGNATION
¼" = 1'-0"	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	3 of 13
CONTRACT	PROJECT
B-42799	1902773

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4+00 5+00 6+00 7+00 8+00 9+00

App.Exist. ℄ & R/W

S.B.L. N. Hogan Road

N.B.L. N. Hogan Road

P.T. 3+21.97 "PR-1"

P.C. 3+23.96 "PR-1"

DOUGLAS EARL &
PAULA J. REED

Little Hogan Creek

Temp. R/W

50' Temp. R/W

40' R/W

R/W

50' R/W

END PROJECT
7+00.00 "PR-1"

50' Temp. R/W

40' R/W

R/W

Temp. R/W

App.Exist. ℄ & R/W

App.Exist. ℄ & R/W

BEGIN INCIDENTAL CONSTRUCTION
4+35.00 "PR-1"

App.Exist. ℄ & R/W

S.B.L. N. Hogan Road

Line "PR-1"
N 83° 13' 57" W

N.B.L. N. Hogan Road

CURVE DATA
P.I. = 4+32.65
Δ = 57° 55' 00.00" (LT)
T = 108.69
L = 198.55
R = 196.42
E = 28.07
S.E. = %

P.I. 4+32.65 "PR-1"

App.Exist. ℄ & R/W

R/W

App.Exist. ℄ & R/W

P.O.C. 4+61.38 "PR-1" =
P.O.T. 8+78.35 "S-1"

BEGIN PROJECT
5+13.47 "PR-1"

App.Exist. ℄ & R/W

P.T. 5+22.51 "PR-1"

40' R/W

END INCIDENTAL CONSTRUCTION
7+80.00 "PR-1"

Temp. R/W

Union Ridge Road

R/W

END PAVEMENT
7+45.00 "PR-1"

DOUGLAS EARL &
PAULA J. REED

R/W

10+00

N 17° 58' 26" W

Line "S-1"

SEC. 9, T 5 N, R 2 W
MANCHESTER TOWNSHIP
DEARBORN COUNTY

DOUGLAS EARL &
PAULA J. REED

RODNEY A. &
ARLENE M. MILLER

MICHAEL &
KRISTA ANDERSON

App.Exist. ℄ & R/W

RODNEY A. &
ARLENE M. MILLER

App.Exist. ℄ & R/W

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: KRW DRAWN: KRW

CHECKED: DWD CHECKED: DWD

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=20'-0"	DEARBORN COUNTY BRIDGE NO. 33B
VERTICAL SCALE	DESIGNATION
1"=20'-0"	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	4 of 13
CONTRACT	PROJECT
B-42799	1902773

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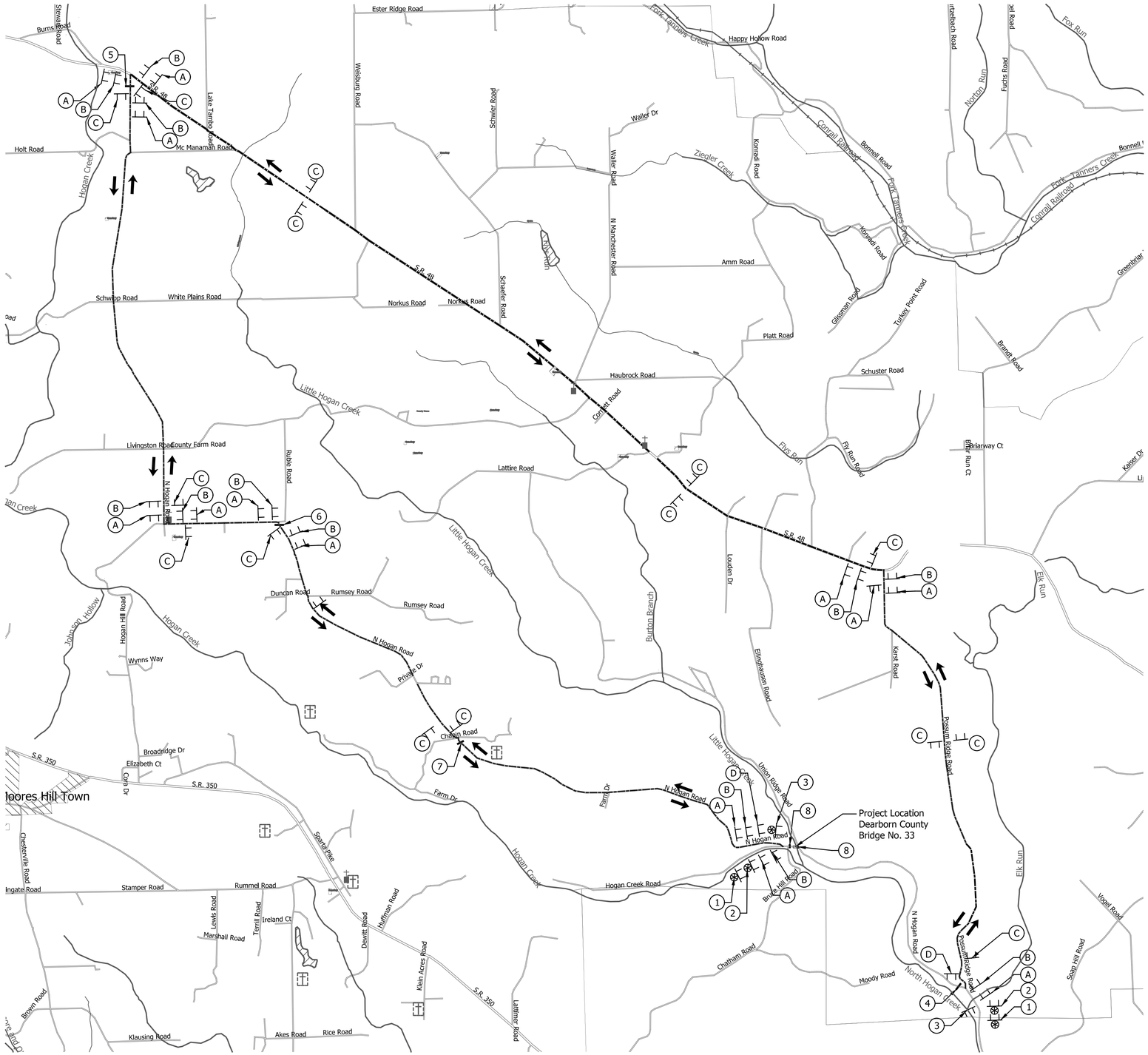

QUANTITY SUMMARY		
Detour Route Marker Assembly	x	Each
Construction Sign, Type A	x	Each
Type III-A Barricade	x	Lft.
Type III-B Barricade	x	Lft.
Road Closure Sign Assembly	x	Each

LEGEND

1. XW20-3 ROAD CLOSED AHEAD
2. XW20-2 DETOUR AHEAD
3. XG20-2 END CONSTRUCTION
4. Type III-B Barricade W/(R 11-3)
   Road Closed "1.8" Miles Ahead Local Traffic Only &
   XM4-10 (R) Detour Arrow (Right)
5. Type III-B Barricade W/(R 11-3)
   Road Closed "8.4" Miles Ahead Local Traffic Only &
   XM4-10 (L) Detour Arrow (Left)
6. Type III-B Barricade W/(R 11-3)
   Road Closed "4.5" Miles Ahead Local Traffic Only
7. Type III-B Barricade W/(R 11-3)
   Road Closed "2.5" Miles Ahead Local Traffic Only
8. 3-12' Type III-A Barricades &
   R11-2 ROAD CLOSED

Construction Sign With Type A Warning Light

Detour Route Marker Assembly

Detour Route

NOTES:

For Detour Route Marker Assemblies (A), (B), (C) & (D), see Standard Drawing E801-TCDT-03.

For Traffic Control Device Details, see Standard Drawing E801-TCDV-04 thru 08 & E801-TCDT-03.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JRW DRAWN: JRW

CHECKED: DWD CHECKED: DWD

INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=2000'-0"	DEARBORN COUNTY BRIDGE NO. 33
VERTICAL SCALE	DESIGNATION
1"=2000'-0"	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	5 of 13
CONTRACT	PROJECT
B-42799	1902773

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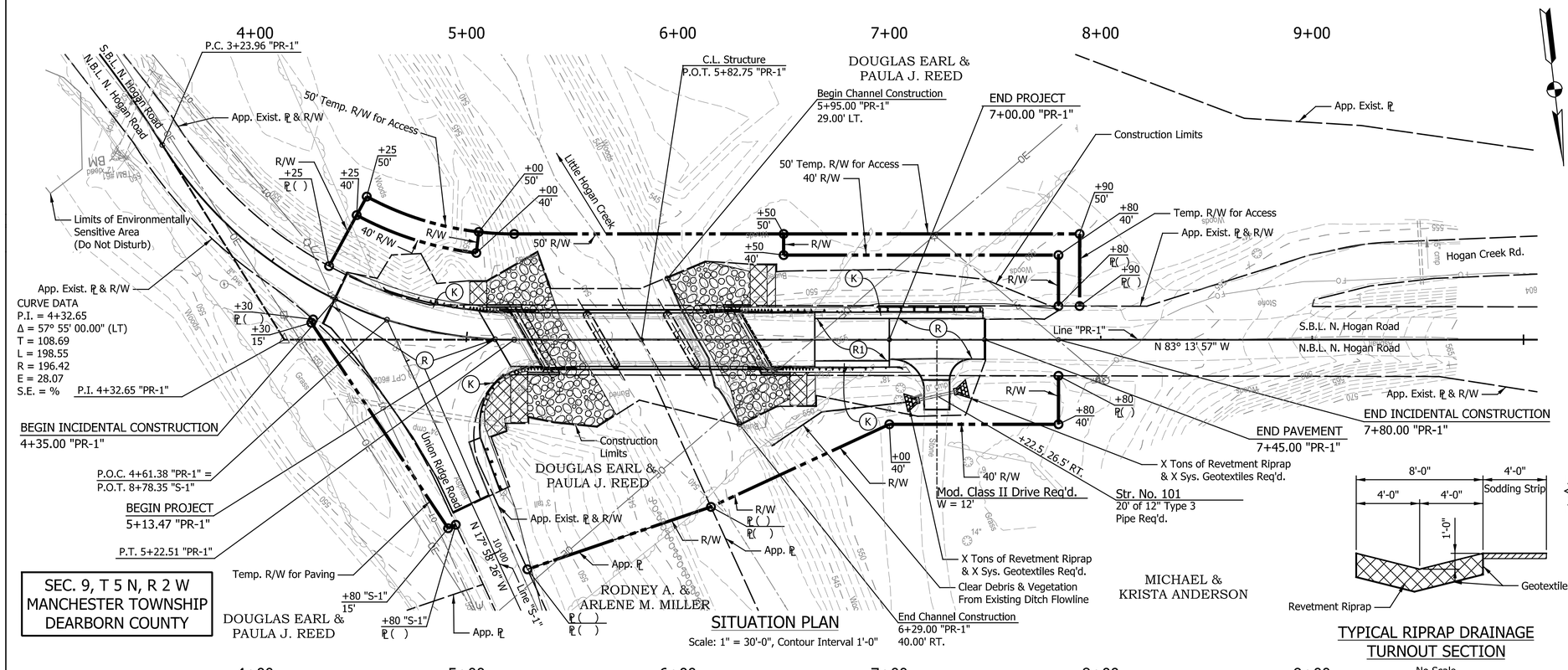
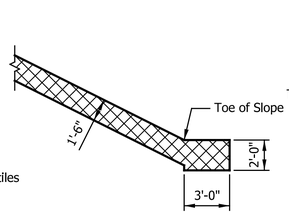


SITUATION PLAN

Scale: 1" = 30'-0", Contour Interval 1'-0"

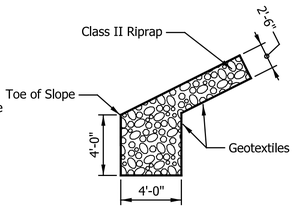
TYPICAL RIPRAP DRAINAGE TURNOUT SECTION

No Scale



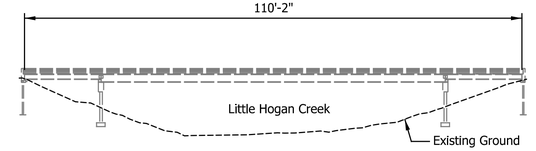
TYPICAL RIPRAP DRAINAGE TURNOUT SECTION

No Scale



TYPICAL CLASS II RIPRAP KEYWAY DETAIL

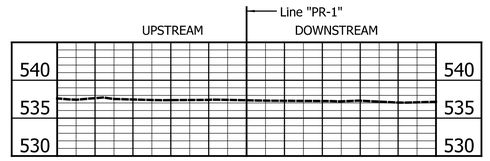
No Scale



Existing Clear Roadway =20'-2"
Existing Waterway Opening = 620'

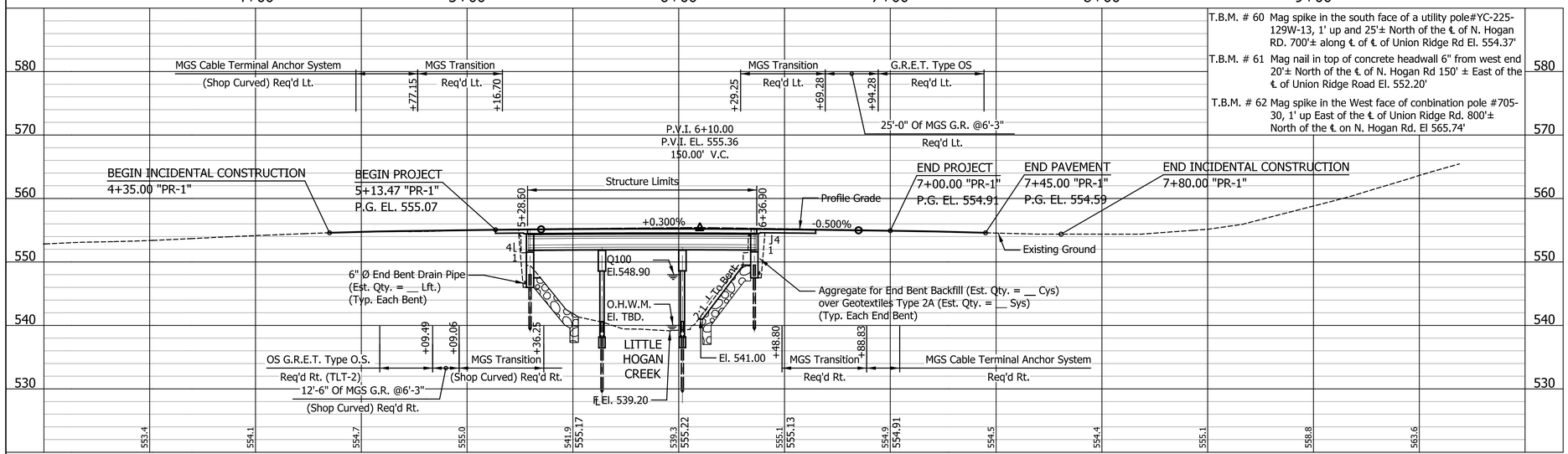
EXISTING STRUCTURE

(To Be Removed)
No Scale



EXISTING STREAM PROFILE

Scales: 1" = 200'-0" Horizontal, 1" = 10'-0" Vertical



PROFILE ON PROPOSED ℄ ROADWAY

Scales: 1" = 30'-0" Horizontal, 1" = 5'-0" Vertical

T.B.M. # 60 Mag spike in the south face of a utility pole#YC-225-129W-13, 1' up and 25'± North of the ℄ of N. Hogan RD. 700'± along ℄ of ℄ of Union Ridge Rd El. 554.37'

T.B.M. # 61 Mag nail in top of concrete headwall 6" from west end 20'± North of the ℄ of N. Hogan Rd 150' ± East of the ℄ of Union Ridge Road El. 552.20'

T.B.M. # 62 Mag spike in the West face of conbination pole #705-30, 1' up East of the ℄ of Union Ridge Rd. 800'± North of the ℄ on N. Hogan Rd. El 565.74'

HYDRAULIC DATA

Drainage Area	= 12.8	Sq. Mi.
Discharge (Q100)	= 6000	Cfs.
Q100 High Water El. (Natural Channel)	= 548.90	Ft.
Back Water @ Q100	= 1.24	Ft.
Velocity	= 10.35	Ft./Sec.
Waterway Opening Required (Below El. 548.90)	= 589	Sft.
Waterway Opening Provided (Below El. 548.90)	= 620	Sft.
Freeboard Provided (Above El. 548.90)	= 2.56	Ft.
Q100 Scour Elevation	= 533.90	Ft.
Q500 Scour Elevation	= 532.39	Ft.

NOTES:

All R/W on this sheet is described from Line "PR-1".

Cross-Hatched areas indicate limits of 18" Revetment Riprap over Geotextiles. Type 2A (Est. Qty. = * Tons of 18" Revetment Riprap over * Sys. of Geotextiles)

Indicates limits of Class II Riprap over Geotextiles Type 2A. (Est. Qty. = * Tons of Class II Riprap over * Sys. of Geotextiles)

Hatched areas indicate limits of 4' wide sodding strip. (Est. Qty. = * Sys.)

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM BRIDGE

3 SPAN: 34'-0",38'-0",34'-0" SKEW: 30°0'0"LT CLEAR ROADWAY: 25'-4"
N. HOGAN ROAD OVER LITTLE HOGAN CREEK
DEARBORN COUNTY

LEGEND

(K) See Typical Section
(R) See Typical Section
(R1) See Typical Section

CONTROL POINT #601
North Hogan Rd
Mag Spike
SW corner conc headwall
NW corner 1-sty block building
NE corner 1-sty block building
SW corner conc headwall
88.85
16.21
40.85
50.32
O.P.O.C. 0+44.41 13.70' LT. PR-1
N:284,653.9360 / E:762,609.5350

CONTROL POINT #602
NE corner of STOP sign post
Mag Spike
Mag nail south face utility pole
North Hogan Rd
Cut "X" in north end of eastmost I-beam post for guardrail.
Mag nail NE face of telephone pole #A4228409; 2' up
O.P.O.C. 4+78.84 19.72' RT. PR-1
N:284,995.8440 / E:762,333.4190

CONTROL POINT #604
SE Corner of No Outlet sign
North Hogan Rd
Rebar
SE Corner of 25 mph sign post
North Corner of STOP sign post
Mag Spike north face of 1 2" locust tree; 5.5' up
O.P.O.T. 10+20.15 28.44' LT. PR-1
N:285,017.5600 / E:761,786.8900

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: CDG DRAWN: JRW
CHECKED: DWD CHECKED: DWD

INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1"=30'-0"	DEARBORN COUNTY BRIDGE NO. 33B
VERTICAL SCALE	DESIGNATION
	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 13
CONTRACT	PROJECT
B-42799	1902773

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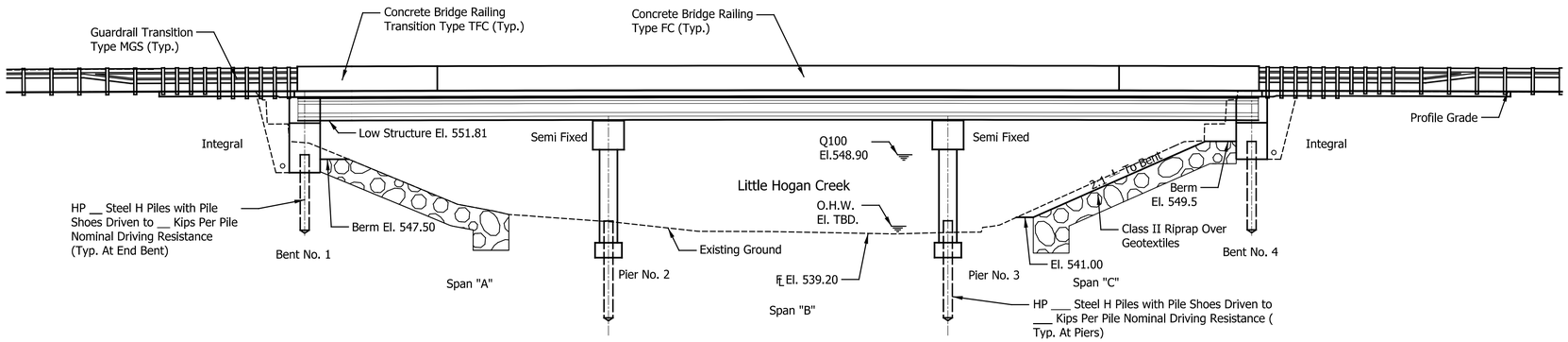
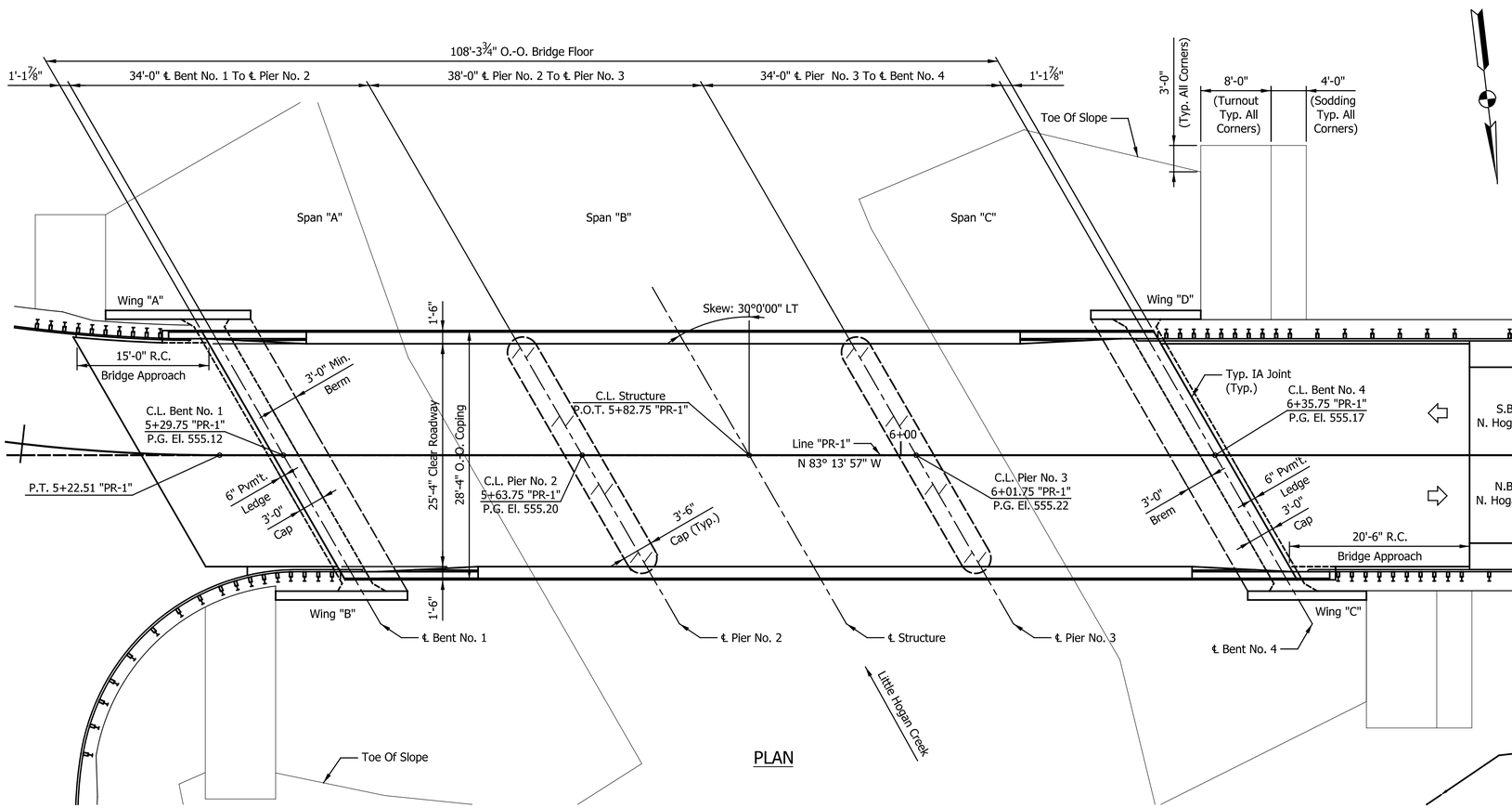
STRUCTURE BUILT TO A 150' VERTICAL CURVE



ELEVATION



PLAN

GENERAL NOTES

Reinforcing steel covering to be 2½" in the top and 1" minimum in the bottom of floor slabs, 3" in the footings except the bottom steel which shall be 4", and 2" in all other parts, unless noted.

DESIGN DATA

LIVE LOAD:	Superstructure and substructure designed for HL-93 loading, in accordance with the AASHTO LRFD Bridge Design Specifications, 9th. Edition, 2020, and Interim Revisions.
DEAD LOAD:	Actual Weight plus 35 Lbs./Sft. for future wearing surface and 15 Lbs./Sft. for permanent metal deck forms.
FLOOR SLAB:	Designed for 32,000 Lbs. axle load impact with a structural depth of 7½".
UNIT STRESSES:	Reinforcing Steel, Fy = 60,000 psi Concrete Class B, f'c = 3,000 psi Concrete Class A, f'c = 3,500 psi Concrete Class C, f'c = 4,000 psi

CONSTRUCTION LOADING

The exterior girder has been checked for strength, deflection, and overturning using the constructions loads shown below. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the exterior girder. The finishing machine was assumed to be supported 6" outside the vertical coping form. The top overhang brackets were assumed to be located 6" past the edge of the vertical coping form. The bottom overhang brackets were assumed to be braced against the intersection of the girder bottom flange and web.

DESIGN DATA

DECK FALSEWORK LOADS:	Designed for 15 Lbs./Sft. for permanent metal stay-in-place deck forms, removable deck forms, and 2' exterior walkway.
CONSTRUCTION LIVE LOAD:	Designed for 20 Lbs./Sft. extending 2' past the edge of coping and 75 Lbs./Ft. vertical force applied at a distance of 6" outside the face of coping over a 30' length of the deck centered with the finishing machine.
FINISHING-MACHINE LOAD:	4500 Lbs. distributed over 10' along the coping.
WIND LOAD:	Structure designed for 70 mph horizontal wind loading in accordance with LRFD 3.8.1.

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM BRIDGE

3 SPAN: 34'-0",38'-0",34'-0" SKEW: 30°0'0"LT CLEAR ROADWAY: 25'-4"
N. HOGAN ROAD OVER LITTLE HOGAN CREEK
DEARBORN COUNTY

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: CDG DRAWN: JRW

CHECKED: DWD CHECKED: DWD

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
⅛" = 1'-0"	DEARBORN COUNTY BRIDGE NO. 33B
VERTICAL SCALE	DESIGNATION
⅛" = 1'-0"	1902773
SURVEY BOOK	SHEETS
ELECTRONIC	7 of 13
CONTRACT	PROJECT
B-42799	1902773

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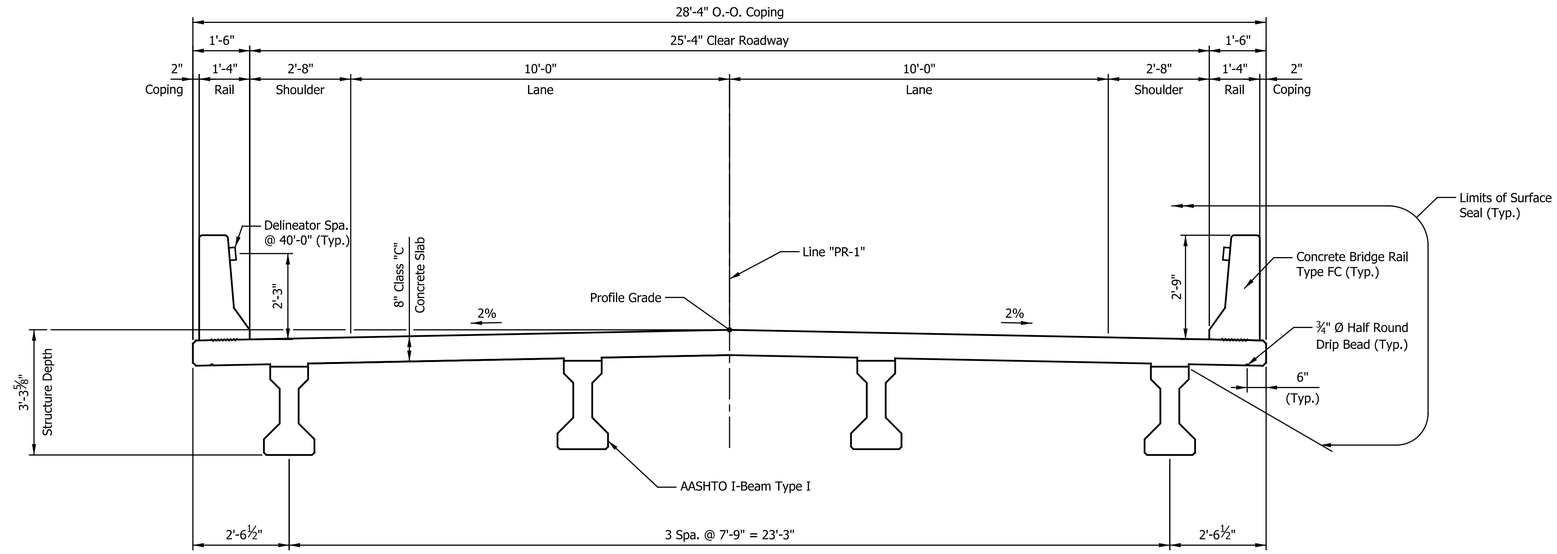

TYPICAL SECTION

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM BRIDGE

3 SPAN: 34'-0",38'-0",34'-0" SKEW: 30°0'0"LT CLEAR ROADWAY: 25'-4"
N. HOGAN ROAD OVER LITTLE HOGAN CREEK
DEARBORN COUNTY

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: ½" = 1'-0" / BRIDGE FILE: DEARBORN COUNTY BRIDGE NO. 33B
DESIGNED: CDG DRAWN: JRW	GENERAL PLAN	VERTICAL SCALE: ½" = 1'-0" / DESIGNATION: 1902773
CHECKED: DWD CHECKED: DWD		SURVEY BOOK / SHEETS: ELECTRONIC 8 of 13
		CONTRACT: B-42799 / PROJECT: 1902773

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Dearborn County Commissioners
165 Mary Street, Lawrenceburg, Indiana 47025
Phone: 812-537-1040 Fax: 812-532-2003

Jim Thatcher, *District 1*
Art Little, *District 2*
Rick Probst, *District 3*

December 7, 2020

Sample Early Coordination Letter

Re: Des. No. 1902773, Dearborn County Bridge #33 Improvement, North Hogan Road over Little Hogan Creek, Manchester Township, Dearborn County, Indiana

Dear Mr. Bales:

Dearborn County with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) intends to proceed with the Dearborn County Bridge #33 Improvement project (Des. No. 1902773) located in Manchester Township, Dearborn County, Indiana. This letter is part of the early coordination phase of the environmental review process. American Structurepoint, Inc., on behalf of Dearborn County, is requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on North Hogan Road, approximately 0.03 mile west of the intersection of Union Ridge Road and North Hogan Road in Dearborn County, Indiana. This section of North Hogan Road is a two-lane *Rural Major Collector*. The existing typical roadway section consists of two, 9-foot wide travel lanes (one eastbound, one westbound) bordered by 0.5-foot shoulders. The existing right-of-way along North Hogan Road varies from approximately 65 feet wide to approximately 140 feet wide. The existing structure is a three-span, steel girder bridge built in 1963 with no rehabilitations. The bridge has a structure length of 110 feet with an out-to-out coping width of 21.9 feet. The existing typical roadway section for the bridge consists of two, 9-foot wide travel lanes (one eastbound, one westbound) bordered by 0.5-foot shoulders. The clear roadway width is 20.1 feet wide.

The need for the proposed project is evidenced by the deteriorating condition of Dearborn County Bridge #33. Specific condition ratings noted in the April 27, 2020, Bridge Inspection Report for North Hogan Road over Little Hogan Creek include a 5 out of 9 (fair condition, minor section loss) for the deck, 5 out of 9 (fair condition) for the wearing surface, 4 out of 9 (poor condition, advanced deterioration) for the superstructure, 5 out of 9 (fair condition, minor section loss) for the substructure, and a 6 out of 9 (satisfactory, widespread minor damage) for the channel/channel protection. A score of 0 indicates failed condition and a score of 9 indicates excellent condition. Deficiencies noted in the report include heavy corrosion on exterior beams with up to 1/8-inches of measured section loss, vertical cracks in the pier noses, bilateral cracks on the slope walls, moderate cracking and delamination on the bridge deck, and scour with visible footings around piers. The purpose of the proposed project is to improve the condition ratings of the bridge to at least a 7 (good) out of 9 (excellent) for the deck, wearing surface, superstructure, substructure and channel/channel protection.

The proposed project area extends along North Hogan Road from approximately 375 feet west to approximately 515 feet southeast from the center of Dearborn County Bridge #33. The project area also extends north along Union Ridge Road for approximately 275 feet from the intersection of Union Ridge Road and North Hogan Road. The width of the project area varies from approximately 60 feet wide to approximately 130 feet wide. The proposed project would completely remove and replace the existing bridge with a new structure. The proposed bridge replacement options currently under consideration include a 3-span, composite continuous pre-stressed concrete beam bridge, a single span, composite steel beam bridge, and a single span, composite pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed. It is anticipated that the proposed project would require at least 0.5 acre of new, permanent right-of-way. Maintenance of traffic is anticipated to consist of a full road closure with a detour. Access to all properties within and adjacent to the project area will be maintained at all times during construction. No relocations are anticipated as a result of the proposed project.

Land use in the vicinity of the proposed project is primarily forested with a residential property located north of the bridge. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana Bat and Northern Long-eared Bat will be completed using the USFWS's Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The project area will be evaluated in regards to archaeological and historic recourses for Section 106 compliance. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Perseveration Officer for review and concurrence as required.

American Structurepoint, on behalf of Dearborn County, is requesting comments regarding any possible environmental effects associated with the 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 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 Leigh Stevenson, American Structurepoint, Inc., by phone at (317) 547-5580 or e-mail at lstevenson@structurepoint.com, or Todd Listerman, Dearborn County Engineer at (812-655-9394) or email at tlisterman@dearborncounty.in.gov. Thank you in advance for your input.

Sincerely,

Leigh Stevenson

Leigh E. Stevenson
Environmental Specialist
American Structurepoint, Inc.
Consultant soliciting comments on behalf of Dearborn County

LES:mgn

Enclosures

- State Location map
- USGS Topographic Map – Aurora Quadrangle
- 2017 Aerial Photography Map
- Photo Location Map
- Site Photographs – April 27, 2020

Distribution List

- US Fish and Wildlife Service
- US Natural Resources Conservation Service
- US Army Corps of Engineers, Louisville District
- National Park Service
- Federal Highway Administration
- Indiana Geological Survey
- INDOT, Seymour District
- INDOT, Environmental Services Division
- IDNR, Division of Fish and Wildlife
- Indiana Department of Environmental Management
- Ohio-Kentucky-Indiana Regional Council of Governments
- Southeastern Indiana Regional Planning Commission
- Dearborn County Surveyor
- Dearborn County Soil and Water Conservation District
- Dearborn County Sheriff's Office
- Dearborn County Emergency Management
- Dearborn County, Floodplain Administrator
- South Dearborn Community School Corporation
- Lawrenceburg Community School Corporation

Organization and Project Information

Project ID:
Des. ID: Des. No. 1902773
Project Title: Dearborn County Bridge #33 Improvement
Name of Organization: American Structurepoint, Inc.
Requested by: Leigh Stevenson

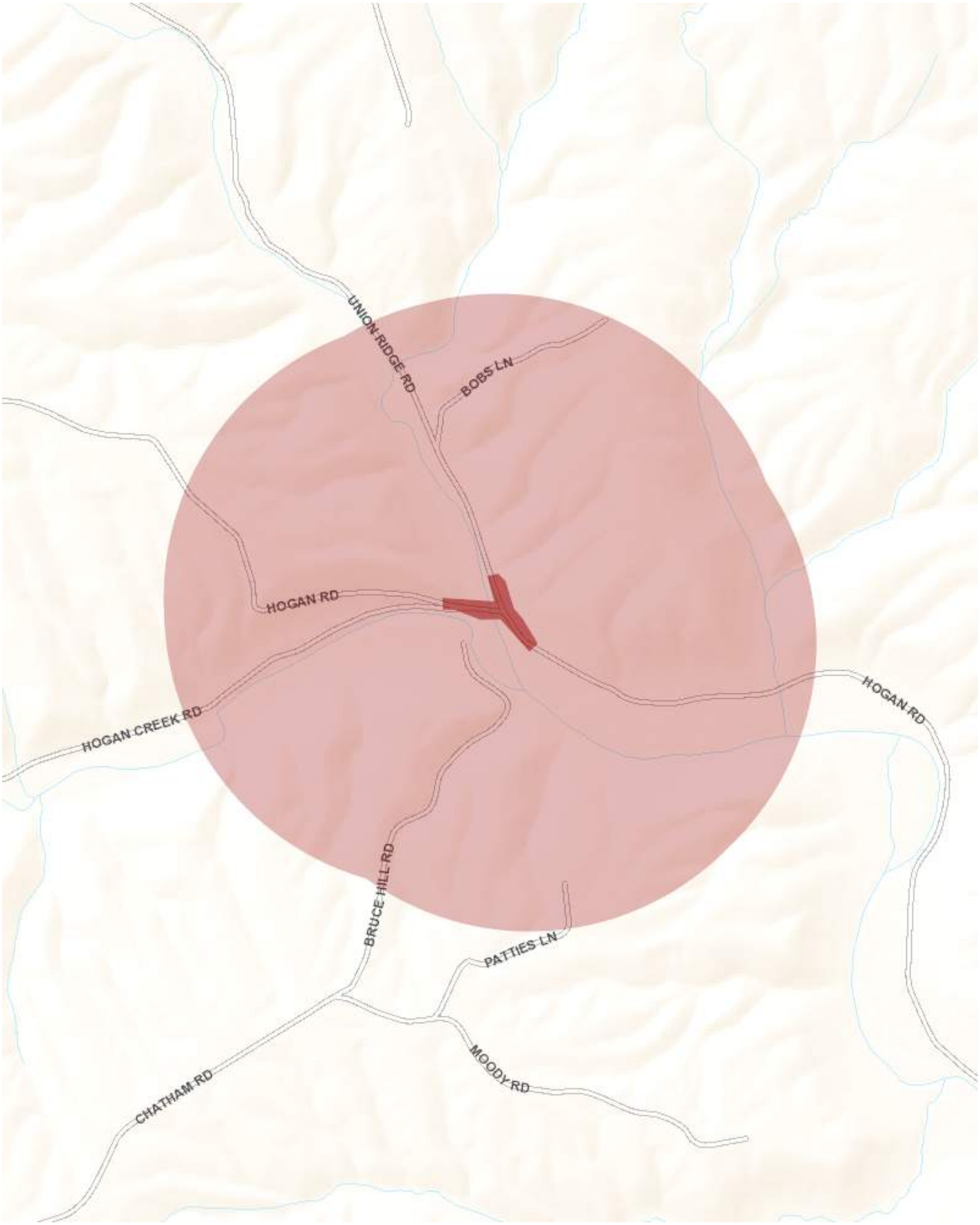
Environmental Assessment Report

1. Geological Hazards:
    - 1% Annual Chance Flood Hazard
    - Potential Slope Instability
2. Mineral Resources:
    - Bedrock Resource: Low Potential
    - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
    - None documented in the area

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

This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: December 07, 2020



Metadata:

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

THIS IS NOT A PERMIT

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

DNR #: ER-23266 **Request Received:** December 7, 2020

Requestor:
American Structurepoint, Inc
Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, IN 46240

Project: North Hogan Road bridge (County #33) replacement over Little Hogan Creek, about 0.03 mile west of Union Ridge Road; Des #1902773

County/Site info: Dearborn

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

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

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

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

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

1) Crossing Structure:
For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a larger bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions.

Attachments: A - Bridge Exemption Criteria

2) Bank Stabilization:
Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: http://directives.sc.egov.usda.gov/17553.wba.

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

3) Riparian Habitat:
We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

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

A native riparian forest mitigation plan should use at least 5 canopy trees and 5 understory trees or shrubs selected from the Woody Riparian Vegetation list or an approved equal. A native riparian forest mitigation plan for impacts of less than one acre in an urban area may involve fewer numbers of species, depending on the level of impact. Additionally, a native herbaceous seed mixture should be planted consisting of at least 10 species of grasses, sedges, and wildflowers selected from the Herbaceous Riparian Vegetation list or an approved equal.

4) Nesting Birds/Roosting Bats:
Repairs to the bridge could affect any nesting birds or roosting bats. Cliff and Barn Swallows, among other species, often nest on the underside of road bridges and many bat species roost in expansion joints and other concrete crevices on road bridges. Survey the bridges for any bird nests prior to construction. Nest surveys should occur between May 7 and September 7, which denotes the main nesting season for most bird

Attachments: A - Bridge Exemption Criteria

species. If nests are found with eggs, chicks, or parents actively attending to the nest (building the nest and visiting often), then repairs should be put on hold until the nests complete their nesting cycle (to fledging) or fail (by natural causes).

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

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

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

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Southeastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate

Attachments: A - Bridge Exemption Criteria

project area.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
14. Do not excavate or place fill in any riparian wetland.

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

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

Christie L. Stanifer **Date:** January 6, 2021

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

Attachments: A - Bridge Exemption Criteria

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

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

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

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

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

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

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

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

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

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

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

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

Sent: Tuesday, December 29, 2020 1:48 PM

To: Stevenson, Leigh

Subject: Re: [EXTERNAL] Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773

Dear Leigh,

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

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

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

The project is also within the range of the federally endangered running buffalo clover (*Trifolium stoloniferum*). Running buffalo clover occurs in mesic habitats of partial to filtered sunlight (such as bottomland meadows), where there is a prolonged pattern of moderate periodic disturbance, such as mowing, trampling, or grazing. It is most often found in regions underlain with limestone or other calcareous bedrock. Based on the project description, it does not appear there will be impacts to running buffalo clover habitat.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project 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 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

Fish and Wildlife Biologist

U.S. Fish and Wildlife Service

620 South Walker Street

Bloomington, IN 46142

812-334-4261

Mon-Tues 8-3:30p

Wed-Thurs 8:30-3p Telework

USDA
United States Department of Agriculture

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

December 16, 2020

Leigh Stevenson
American StructurePoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Dear Ms. Stevenson:

The proposed project to make improvements to Bridge Number 33 that carries North Hogan Road over Little Hogan Creek in Manchester Township, Dearborn County, Indiana (Des. No. 1902773), as referred to in your letter received December 7, 2020, will cause a conversion of prime farmland.

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

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

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2020.12.17 11:38:27 -05'00' Acting For

RICK NEILSON
State Soil Scientist

Enclosures

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request	
Name of Project DES1902773_Dearborn_Bridge_33		Federal Agency Involved	
Proposed Land Use		County and State Dearborn County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 12/7/2020	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 108 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 120475 % 61	Amount of Farmland As Defined in FPPA Acres: 54086 % 27	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 12/16/2020	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.14			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	69			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	63			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	15			
2. Perimeter In Non-urban Use	(10)	10			
3. Percent Of Site Being Farmed	(20)	5			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	10			
7. Size Of Present Farm Unit Compared To Average	(10)	2			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	5			
11. Effects Of Conversion On Farm Support Services	(10)	5			
12. Compatibility With Existing Agricultural Use	(10)	10			
TOTAL SITE ASSESSMENT POINTS	160	82	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	63	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	82	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	145	0	0	0

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

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

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

From: Robert Koehler <RKOEHLER@oki.org>
Sent: Tuesday, December 8, 2020 12:04 PM
To: Stevenson, Leigh; tlisterman@dearborncounty.in.gov
Cc: Mark Policinski; Andy Reser
Subject: Subject: Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773

OKI supports the proposed bridge replacement project. The only specific comment we have is that the letter does not state the lane width of the proposed structure (existing 9-foot lanes). We highly recommend sufficient width be incorporated in the design and construction to safety accommodate large service and emergency vehicles. Thank you for the opportunity to comment.

Bob Koehler
OKI Deputy Executive Director

From: Hughes, Jennifer - NRCS-CD, Aurora, IN <jennifer.hughes@in.nacdnet.net>
Sent: Tuesday, December 8, 2020 2:13 PM
To: Stevenson, Leigh; Todd Listerman (tlisterman@dearborncounty.in.gov)
Cc: Ken Gunkel (kengunkel@gmail.com)
Subject: Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773

I received your email titled "Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773" from the Dearborn County Soil & Water Conservation (SWCD) Chair, Ken Gunkel, and am replying on behalf of the Dearborn County SWCD.

Below are my comments about the area:

- Please check with IDNR to make sure there are no endangered species in the area that is to be disturbed. https://www.in.gov/dnr/naturepreserve/4666.htm
- 401, 404, and Army Corp of Engineers need to be contacted to determine permitting needs. Indiana Waterways: Waterways and https://www.lrl.usace.army.mil/
- If an acre of land or more will be disturbed, a Stormwater Construction Permit will be needed. https://www.in.gov/idem/stormwater/2331.htm
- Parts of Little Hogan Creek are on the 303d list. https://www.in.gov/idem/nps/2647.htm

At this time, there are no other environmental concerns/impacts that are known other than water quality impact from earthwork. Appropriate stormwater pollution prevention measures should be implemented.

Stay safe & healthy.

Respectfully,

Jennifer G. Hughes
Storm Water Coordinator
Dearborn County SWCD
O: (812) 926-2406 ext. 109
C: (812) 532-9527

Sign Up for Our Newsletter
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Follow us on Twitter
www.dearbornswcd.org

Dearborn County Soil & Water Conservation District is committed to promoting natural resource conservation through education, available technology, technical assistance and partnership with other entities, with an understanding of our past and an eye toward the future.

Due to the nature of the work performed by the SWCD staff, occasionally there are times when no one will be in the office. Please call before making a special trip to the office.

From: Nicole Daily <ndaily@dearborncounty.in.gov>
Sent: Tuesday, December 8, 2020 2:33 PM
To: Stevenson, Leigh
Cc: Farrell, Scott; Todd Listerman
Subject: RE: Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773

Leigh:

I am writing in response to your letter of notification for early coordination of the Dearborn County Bridge #33 Improvement project. The only comments I would have would be related to the necessary permits that would be required due to the bridge and project area being located within the floodplain and floodway. Permits would be required through IDNR and Dearborn County Planning and Zoning. There may also be permits required through IDEM and the Corp of Engineers. These will need to be obtain prior to any commencement of the project. If you or your staff have any questions regarding the necessary permits through Dearborn County, please feel free to contact as you get closer to the construction stage of the project.

Thanks,

Nicole Daily
Zoning Administrator
ndaily@dearborncounty.in.gov
T: 812-537-8821
F: 812-532-2029
Dearborn County Government Center
Dearborn County Plan Commission
165 Mary Street
Lawrenceburg, IN 47025

From: Stevenson, Leigh <lstevenson@structurepoint.com>
Sent: Monday, December 7, 2020 5:29 PM
To: Nicole Daily <ndaily@dearborncounty.in.gov>
Cc: Farrell, Scott <sfarrell@structurepoint.com>
Subject: Early Coordination, Dearborn County Bridge #33 Improvement – Des 1902773

Dear Ms. Daily,

Please find attached the Early Coordination Letter prepared for the Dearborn County Bridge #33 Improvement project in Dearborn County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

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: August 11, 2022
Project Code: 2022-0073638
Project Name: Dearborn County Bridge #33 Improvement (Des. No. 1902773)

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 ECOS-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 ECOS-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:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.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/birds/policies-and-regulations.php.

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/birds/bird-enthusiasts/threats-to-birds.php.

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/birds/policies-and-regulations/executive-orders/e0-13186.php.

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
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

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

Project Summary

Project Code: 2022-0073638
Project Name: Dearborn County Bridge #33 Improvement (Des. No. 1902773)
Project Type: Bridge - Replacement
Project Description: Des. No. 1902773: The proposed project is located on North Hogan Road, approximately 0.03 mile west of the intersection of Union Ridge Road and North Hogan Road in Dearborn County, Indiana. The proposed project area extends along North Hogan Road from approximately 375 feet west to approximately 515 feet southeast from the center of Dearborn County Bridge #33. The project area also extends north along Union Ridge Road for approximately 275 feet from the intersection of Union Ridge Road and North Hogan Road. The width of the project area varies from approximately 60 feet wide to approximately 130 feet wide. The proposed project is located on the Aurora United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Section 9, Township 5 North, Range 2 West.

The proposed project would completely remove and replace the existing bridge with a new structure. The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed. It is anticipated that the proposed project would require 0.55 acre of new, permanent right-of-way.

A review of the USFWS database on November 23, 2020 for DES. No. 1902773 revealed no documented Indiana bat (Myotis sodalis) and northern long-eared bat (Myotis septentrionalis) roosting or capture locations within 0.5 mile of the project. Suitable bat habitat is within and adjacent to the project area. The Bridge/Structure Assessment Form from the inspection on June 7, 2022 states that there was no evidence of bats using the structure. Approximately 0.25 acre of trees is anticipated to be cleared. All tree clearing will occur during the bat inactive season (between October 1st and March 31st), and all tree clearing is within 100-feet of the edge of pavement. Dominant tree species noted in the area include Sugar Maple (Acer saccharum) and Slippery Elm (Ulmus rubra). Construction is anticipated to occur from November 2024 through November 2025. Additionally, temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting is anticipated to be installed or impacted as part of the project.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.10800305,-84.98848465404632,14z

Counties: Dearborn County, Indiana

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

---

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

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

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

Critical habitats

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

Migratory Birds

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

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

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)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Field Sparrow *Spizella pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15

NAME	BREEDING SEASON
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	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 and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12

(0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

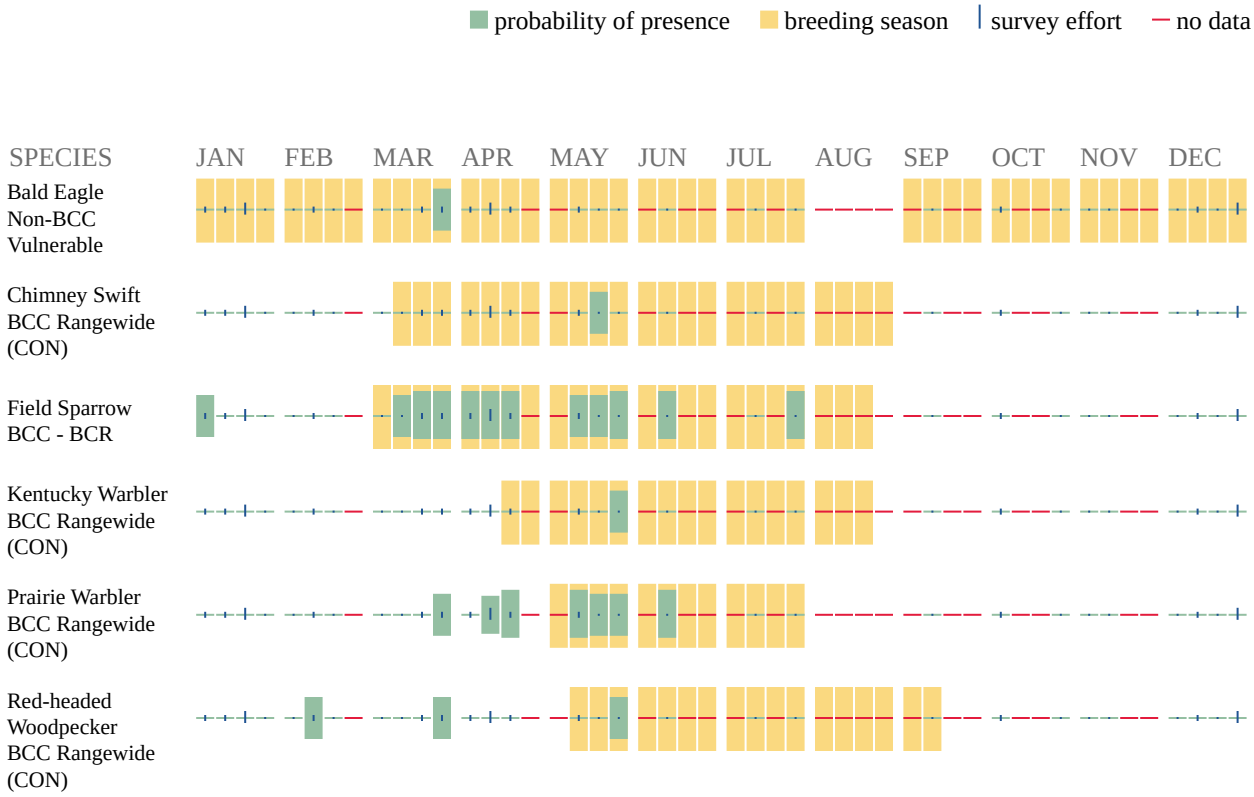
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

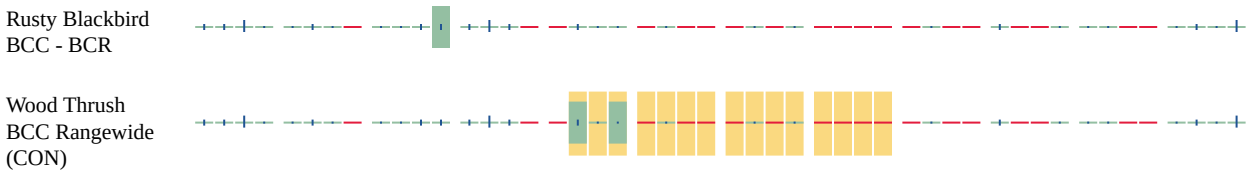
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- 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

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

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

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

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

FRESHWATER FORESTED/SHRUB WETLAND

- Palustrine

RIVERINE

- Riverine

IPaC User Contact Information

Agency: American Structurepoint
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Address: 9025 River Road, Suite 200
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State: IN
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Lead Agency Contact Information

Lead Agency: Federal Highway Administration
Name: Kaitlynn Walker
Email: kawalker@structurepoint.com
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United States Department of the Interior

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

In Reply Refer To: August 19, 2022
Project code: 2022-0073638
Project Name: Dearborn County Bridge #33 Improvement (Des. No. 1902773)

Subject: Concurrence verification letter for the 'Dearborn County Bridge #33 Improvement (Des. No. 1902773)' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated August 19, 2022 to verify that the **Dearborn County Bridge #33 Improvement (Des. No. 1902773)** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) is required.

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

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Dearborn County Bridge #33 Improvement (Des. No. 1902773)

Description

Des. No. 1902773: The proposed project is located on North Hogan Road, approximately 0.03 mile west of the intersection of Union Ridge Road and North Hogan Road in Dearborn County, Indiana. The proposed project area extends along North Hogan Road from approximately 375 feet west to approximately 515 feet southeast from the center of Dearborn County Bridge #33. The project area also extends north along Union Ridge Road for approximately 275 feet from the intersection of Union Ridge Road and North Hogan Road. The width of the project area varies from approximately 60 feet wide to approximately 130 feet wide. The proposed project is located on the Aurora United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Section 9, Township 5 North, Range 2 West.

The proposed project would completely remove and replace the existing bridge with a new structure. The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed. It is anticipated that the proposed project would require 0.55 acre of new, permanent right-of-way.

A review of the USFWS database on November 23, 2020 for DES. No. 1902773 revealed no documented Indiana bat (Myotis sodalis) and northern long-eared bat (Myotis septentrionalis) roosting or capture locations within 0.5 mile of the project. Suitable bat habitat is within and adjacent to the project area. The Bridge/Structure Assessment Form from the inspection on June 7, 2022 states that there was no evidence of bats using the structure. Approximately 0.25 acre of trees is anticipated to be cleared. All tree clearing will occur during the bat inactive season (between October 1st and March 31st), and all tree clearing is within 100-feet of the edge of pavement. Dominant tree species noted in the area include Sugar Maple (Acer saccharum) and Slippery Elm (Ulmus rubra). Construction is anticipated to occur from November 2024 through November 2025. Additionally, temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting is anticipated to be installed or impacted as part of the project.

Determination Key Result

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

Qualification Interview

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

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

   No

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

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

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

   Yes

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

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

   Yes

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

    No

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

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

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

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

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

    No

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

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

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

    No

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

    Yes

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

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

    B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**[1][2]?

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

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

    No

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

    Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

    B) During the inactive season

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

    Yes

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

    No

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

    Yes

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

    No

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

    No

23. Does the project include slash pile burning?

    No

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

    Yes

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

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *Bridge Culvert Bat Assessment Form April 2020 - fillable.pdf https://ipac.ecosphere.fws.gov/project/FPVQTULOKRHWZAI6ZRZCBA652Q/projectDocuments/115961564*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    No

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

    Yes

34. Will the activities that use percussives (**not including tree removal/trimming or bridge/ structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season[1]?

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

    Yes

35. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/ structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season[1]?

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

    Yes

36. 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

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

    No

38. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

39. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

40. 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.

41. 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.

42. 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

43. **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

44. **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

45. **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

46. **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

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

    Yes

Project Questionnaire

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

   N/A

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

   N/A

3. 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.

   0.25

4. Please describe the proposed bridge work:

   The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed. It is anticipated that the proposed project would require at least 0.5 acre of new, permanent right-of-way.

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

   November 2024 through November 2025

6. Please enter the date of the bridge assessment:

   June 7, 2021

Avoidance And Minimization Measures (AMMs)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

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

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

Agency: Indiana Department of Transportation
Name: Taylor Schwering
Address: 185 Agrico Lane
City: Seymour
State: IN
Zip: 47201
Email tschwering@indot.in.gov
Phone: 8127160748

Lead Agency Contact Information

Lead Agency: Federal Highway Administration
Name: Kaitlynn Walker
Email: kawalker@structurepoint.com
Phone: 3175475580

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
06/07/2021	1902773	N. Hogan Rd.	Dearborn
Federal Structure ID N/A	**Structure Coordinates** (latitude and longitude) 39.108171/-87.988713	**Structure Height** (approximate) 12 feet	**Structure Length** 110 Feet

Structure Type (check one)

Bridge Construction Style

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

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

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

Culvert Material

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

Creosote Evidence

- ○ Yes ◉ No
- ○ Unknown

Notes:

Crossings Traversed (check all that apply)

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

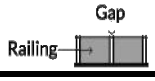
Surrounding Habitat (check all that apply)

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

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

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

Name: Leigh Stevenson

Signature: Leigh Stevenson

Minor Projects PA Project Assessment Form

Date: 2/2/2022

Project Designation Number: 1902773

Route Number: Dearborn County Bridge No. 33, North Hogan Road over Little Hogan Creek

Project Description: Dearborn County with funding from the Federal Highway Administration (FHWA) proposes the Replacement of Bridge No. 33 (NBI No. 1500030) over Little Hogan Creek west of Union Ridge Road (Des No.: 1902773) in Dearborn County, Indiana. This bridge is located on North Hogan Road, approximately 0.03 mile (mi) west of the intersection of Union Ridge Road and North Hogan Road.

The proposed project area extends along North Hogan Road from approximately 375 ft west to approximately 515 ft southeast from the center of Dearborn County Bridge #33. The project area also extends north along Union Ridge Road for approximately 275 ft from the intersection of Union Ridge Road and North Hogan Road. The width of the project area varies from approximately 60 ft wide to approximately 130 ft wide. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed. Maintenance of traffic is anticipated to consist of a full road closure with a detour. Access to all properties within and adjacent to the project area will be maintained at all times during construction. No relocations are anticipated as a result of the proposed project. It is anticipated that the proposed project would require at least 0.5 acre of new, permanent right-of-way.

Feature crossed (if applicable): Little Hogan Creek

City/Township: Manchester Township **County:** Dearborn

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photograph ☒

Written description of project area ☒ General project area photos ☒

Previously completed archaeology reports ☒ Interim Report ☒

Previously completed historic property reports ☐

Soil survey data ☒ Bridge inspection information ☒

SHAARD ☒ IHBBC Map ☒ Street-view Imagery ☒

Other (please specify): MPPA submittal form prepared by Weintraut & Associates, dated October 4, 2021; Historic Bridge Inventory information; County property record cards found online: https://beacon.schneidercorp.com/?site=DearbornCountyIN;

Goldbach, Jason
2022 Phase Ia Archaeological Records Check and Field Reconnaissance: Dearborn County Bridge No. 33 Project on North Hogan Road over Little Hogan Creek, west of Union Ridge Road, Dearborn County, Indiana, Des. No.: 1902773. Weintraut and Associates, Zionsville. Document on file at INDOT-CRO.

Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):

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

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

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.

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

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

Additional Comments:

Above-ground Resources

With regard to 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 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 Dearborn County. No listed properties are located near the project areas.

The Dearborn County data for the Indiana Historic Sites and Structures Inventory (IHSSI) was reviewed through the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). Two properties within 0.25 mile of the project area that SHAARD notes are demolished are recorded as part of the IHSSI:
029-029-35061, English Farm, 0.25 mile west of North Hogan Road, on Hogan Creek Road
029-029-35062, George Johnston House, at the northeast corner of Union Ridge Road and North Hogan Road intersection.

The area within 0.25 mile of the project area is primarily heavily wooded with a few residences. Visibility is low due to the vegetation; therefore, an appropriate area of potential effects (APE) would be much less than 0.25 mile. However online property record cards for Dearborn County in this area were checked. These records, which include photographs, show that the residences within 0.25 mile of the project area are mobile homes from the mid-late 20th century and houses built circa 2000. No buildings that appear to possess any historical or architectural significance are located in the area.

With regard to the bridge itself, Dearborn County No. 33 (NBI No. 1500030) is a steel beam structure that was built in 1963. It was determined not to be National Register eligible in the Indiana Historic Bridges Inventory conducted by Mead & Hunt on INDOT's behalf (Volume 2, Section 2, page 384).

Based on the available information, as summarized above, no above-ground concerns exist.

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 Weintraut & Associates (Goldbach 2022). No archaeological sites were previously recorded within or adjacent to the project area. A 2.69-acre survey area was investigated via systematic shovel probing and visual inspection of sloping or previously disturbed areas. One archaeological site (12D254) was newly recorded as a result of the survey. This site consists of a buried foundation and historical artifact deposits relating to a 19th century house site and a minor (three artifacts) nondiagnostic prehistoric lithic scatter. The historical occupation was determined to be potentially eligible for the National Register, and avoidance or additional investigation was recommended (Goldbach 2022).

Since that time, the project limits have been reduced to avoid the site, and the project now begins at least 37 m (121 ft) west of the site boundary. In addition, the site location has been labeled for avoidance on project plans. Since there are no archaeological sites located within the reduced project limits, and site 12D254 will be avoided during construction, there are no archaeological concerns as long as the project scope does not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the find will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Mary Kennedy & Matt Coon

Phase Ia Archaeological Records Check and Field Reconnaissance: Dearborn County Bridge No. 33 Project on North Hogan Road over Little Hogan Creek, west of Union Ridge Road, Dearborn County, Indiana

Des. No.: 1902773

Prepared for:

American Structurepoint

Federal Highway Administration/Indiana Department of Transportation

Prepared by:

Weintraut & Associates, Inc.

Principal Investigator: Jason Goldbach, M.A.

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

January, 2022

mid-nineteenth century historical component. As such, the deposits could provide important information about the pioneer/settlement period in Dearborn County, specifically the period in which settlement and early industries, such as milling, began in the upland portions of the county. Portions of site 12D0254 outside the survey area were not surveyed, and therefore, cannot be evaluated. If plans are altered to expand the APE, then further archaeological work will be necessary prior to planned construction.

Conclusions and Recommendations

At the request of Structurepoint, W&A conducted Phase Ia archaeological investigations to meet requirements of Section 106 of the National Historic Preservations Act (1966), as amended and 36 CFR Part 800 (2016), for the proposed replacement of Dearborn County Bridge No. 33 over Little Hogan Creek west of Union Ridge Road located in Manchester Township, Dearborn County, Indiana, since this project is receiving federal funding. Phase Ia reconnaissance was completed for a survey area totaling 1.09 ha (2.69 ac). As part of the reconnaissance, a previously recorded site, 12D0254 (Parish and McCord 1995: B-14) was resurveyed, but no new archaeological sites were recorded.

Site 12D0254 consists of the ruins of IHSSI No. 029-029-35062, a structure previously documented as the home of George Johnston, a personal secretary to William Henry Harrison during the War of 1812 and an early pioneer of Dearborn County (HLFI 1982). However, archival research conducted as part of this investigation demonstrated that the house is unlikely to have been owned or occupied by George Johnston. Instead, sources indicate that the property had been owned, or the mill on the property operated, by a chain of persons other than George Johnston throughout the nineteenth century, beginning with Robert Milburn, also an early pioneer; and (presumably) his heirs or relatives, Thomas H. and David Milburn.

Within the survey area, a portion of the intact stone foundation of the house, a brick-paved walkway with limestone curbs, and a concentration of ash and discolored soil interpreted as the material discarded from a hearth were encountered within shovel test probes. The artifacts recovered are nearly all consistent with the early to mid-nineteenth century, and those that are not, were retrieved from Stratum I or near-surface contexts. With the exception of minimal bioturbation, Stratum I appears relatively undisturbed. Stratum II contained no materials specifically associated with the mid-nineteenth century or later, and appears

to be undisturbed within portions of the survey area. The results of the shovel test probes conducted indicate that site 12D0254 may contain features and deposits with sufficient integrity to yield information important to the understanding of the settlement period in the Ohio Valley in Indiana; and therefore, potentially meet NRHP eligibility Criterion D. Therefore, the portion of site 12D0254 within the survey area is recommended for avoidance. If the portion of site 12D0254 cannot be avoided, Phase II testing will be required to evaluate its integrity and the potential for its deposits and features to yield important information and thereby, its potential eligibility for listing in the IRHSS or the NRHP.

AMERICAN STRUCTUREPOINT INC.

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www.structurepoint.com

M E M O R A N D U M

Date: December 7, 2020

To: Site Assessment & Management
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Leigh Stevenson
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana 46240
lstevenson@structurepoint.com

Re: RED FLAG INVESTIGATION
DES 1902773, Local Project
Bridge Improvement
North Hogan Road, 0.10 Mile West of Union Ridge Road
Dearborn County, Indiana

PROJECT DESCRIPTION

The proposed project area is located on North Hogan Road approximately 0.10 mile west of Union Ridge Road near Aurora, Dearborn County, Indiana. The proposed project area extends along North Hogan Road from approximately 375 feet west to approximately 515 feet southeast from the center of Dearborn County Bridge #33 (15-00033). The project area also extends north along Union Ridge Road for approximately 275 feet from the intersection of Union Ridge Road and North Hogan Road. The width of the project area varies from approximately 60 feet wide to approximately 130 feet wide. The proposed project would completely remove and replace the existing bridge with a new structure. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed.

Bridge and/or Culvert Project: Yes ☒ No ☐ Structure # 15-00033

If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary ☒ # Acres > 0.5 Permanent ☒ # Acres > 0.5 , Not Applicable ☐

Type and proposed depth of excavation: It is anticipated that the maximum depth of excavation would be 10 feet for the construction of the pier foundations.

Maintenance of traffic (MOT): Traffic is anticipated to be maintained through a full road closure of North Hogan Road and Union Ridge Road. It is anticipated that a detour route utilizing Ruble Road, Country Farm Road, SR 48, and Possum Ridge Road would be established to maintain traffic along North Hogan Road. Another detour route utilizing SR 48 and Possum Ridge Road would be established to maintain traffic along Union Ridge Road.
Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐
State Project: ☐ LPA: ☒
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

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

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

Explanation:
Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Johnston Family Cemetery is located approximately 0.47 mile east of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**9**
Canal Structures – Historic	**N/A**	Lakes	**2**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**1**
NWI-Lines	**13**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**3**	Sinkhole Areas	**N/A**
Rivers and Streams	**9**	Sinking-Stream Basins	**N/A**

Explanation:
NWI-Lines: Thirteen (13) NWI-Line segments are located within the 0.5 mile search radius. Two (2) NWI-Line segments are located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Streams are located within the 0.5 mile search radius. Little Hogan Creek is located within the project area. Little Hogan Creek is listed as impaired for Impaired Biotic Communities (IBC) and 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. Concerning Impaired Biotic Communities (IBC), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.

Rivers and Streams: Nine (9) stream segments are located within the 0.5 mile search radius. One (1) stream segment, Little Hogan Creek, is located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

NWI-Wetlands: Nine (9) wetlands are located within the 0.5 mile search radius. One (1) wetland is located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

Lakes: Two (2) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.40 mile southeast of the project area. No impact is expected.

Floodplains: One (1) floodplain polygon is located within the 0.5 mile search radius. The project area is located within the floodplain polygon. Coordination with 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 and Mineral Exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

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

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

Explanation: No Hazardous Material Concerns were identified within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

The Dearborn County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. 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 forest. The April 24, 2020 inspection report for Dearborn County Bridge #33 contains no information about whether bats are present or absent on the bridge. Additional investigation to confirm the presence or absence of bats on the bridge will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE: N/A

WATER RESOURCES:

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

- Two (2) NWI-Line segments are located within the project area.
- One (1) stream segment, Little Hogan Creek, flows through the project area.
- One (1) wetland is located within the project area.
- The project area is located within a floodplain (coordination only)

Little Hogan Creek is listed as impaired for IBC and 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. Concerning IBC, BMPs will be used to avoid further degradation to the stream.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional investigation to confirm the presence or absence of bats on the bridge will be necessary. 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".

INDOT ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2021.04.10 21:36:56 -04'00' (Signature)

Prepared by:
Leigh E. Stevenson
Environmental Specialist
American Structurepoint, Inc.

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
North Hogan Rd, 0.10 Mile West of Union Ridge Rd
Des. No. 1902773, Bridge Improvement
Dearborn County, Indiana

0.5 0.25 0 0.5 Miles

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

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

AURORA QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
North Hogan Rd, 0.10 Mile West of Union Ridge Rd
Des. No. 1902773, Bridge Improvement
Dearborn County, Indiana

0.15 0.075 0 0.15 Miles

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

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

- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
- Recreation Facility
- Pipeline
- Railroad
- Trails
- Managed Lands
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Water Resources
North Hogan Rd, 0.10 Mile West of Union Ridge Rd
Des. No. 1902773, Bridge Improvement
Dearborn County, Indiana

0.2 0.1 0 0.2 Miles

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

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

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Indiana County Endangered, Threatened and Rare Species List

County: Dearborn

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Simpsonaias ambigua	Salamander Mussel	C	SSC	G3	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Coleoptera (Beetles)					
Cicindela marginipennis	Cobblestone Tiger Beetle	C	SE	G2	S1
Fish					
Etheostoma variatum	Variegate Darter		SE	G5	S1
Amphibian					
Ambystoma barbouri	Streamside Salamander	C	SSC	G4	S3
Cryptobranchus alleganiensis alleganiensis	Eastern Hellbender	C	SE	G3T2	S1
Reptile					
Crotalus horridus	Timber Rattlesnake		SE	G4	S2
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
Bird					
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Lanius ludovicianus	Loggerhead Shrike		SE	G4	S3B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Sternula antillarum athalassos	Interior Least Tern	LE	SE	G4T3Q	S1B
Tyto alba	Barn Owl		SE	G5	S2
Mammal					
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Diodia virginiana	buttonweed		WL	G5	S3
Juglans cinerea	butternut		ST	G3	S2
Lilium canadense	Canada lily		ST	G5	S3
Ludwigia decurrens	primrose willow		WL	G5	S3
Micranthes virginiensis	Virginia saxifrage		WL	G5	S3
Penstemon canescens	gray beardtongue		SE	G4	S1
Rorippa aquatica	lake cress		SE	G4?	S1
Trifolium stoloniferum	running buffalo clover	LE	SE	G3	S1
Viburnum molle	softleaf arrow-wood		ST	G5	S3
High Quality Natural Community					
Forest - flatwoods bluegrass till plain	Bluegrass Till Plain Flatwoods		SG	G3	S2
Forest - upland dry-mesic Bluegrass	Bluegrass Dry-mesic Upland Forest		SG	GNR	S1
Forest - upland mesic Bluegrass	Bluegrass Mesic Upland Forest		SG	GNR	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list

GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long-term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long-term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Note: Routine Wetland Delineation data forms, duplicate maps, and site photographs have been removed from this report to reduce file size. For project area maps and ground level photographs, please see Appendix B-1 to B-6

WETLAND DELINEATION AND WATERS REPORT

DEARBORN CO. BRIDGE #33 IMPROVEMENT
DES. NO. 1902773
ASSET ID#: DEARBORN COUNTY BRIDGE #33
NEAR AURORA, DEARBORN COUNTY, INDIANA
39.108171, -84.988713

Prepared for:

DEARBORN COUNTY HIGHWAY DEPARTMENT
10255 RANDALL AVENUE
AURORA, IN 47001

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

NOVEMBER 10, 2021

TABLE OF CONTENTS

1.0 Introduction

American Structurepoint, Inc. was contracted by the Dearborn County Highway Department to perform a wetland delineation and waters investigation on the Dearborn County Bridge #33 Improvement project.

Date of Field Reconnaissance: June 7, 2021

Project Location:

Latitude/Longitude		39.108171, -84.988713
Aurora, Indiana 7.5 Minute Quadrangle		
Section	**Township**	**Range**
9	5N	2W

Project Description:

The proposed project would completely remove and replace the existing Dearborn County Bridge #33 (15-00033) with a new structure. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection as needed.

The investigated area extends along North Hogan Road from approximately 375 feet west to approximately 515 feet southeast from the center of Dearborn County Bridge #33. The investigated area also extends north along Union Ridge Road for approximately 275 feet from the intersection of Union Ridge Road and North Hogan Road. The investigated area also extends approximately 65 feet north and south from the centerline of North Hogan Road west of the intersection, approximately 50 feet east and west from the centerline of North Hogan Road south of the intersection and approximately 130 feet west and 45 feet east from the centerline of Union Ridge Rd. The investigated area for the undertaking was set based on preliminary coordination with the project designers and the project scope as understood prior to the field investigation and set to encompass all proposed work and areas needed for access. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix D).

The proposed project is located in Land Resource Region (LRR) N, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)* (U.S. Army Corps of Engineers, 2012).

One wetland (Wetland A), totaling 0.013 acre, and three streams (Little Hogan Creek, Unnamed Tributary (UNT) 1 to Little Hogan Creek, and UNT 2 to Little Hogan Creek), totaling 790 linear feet (0.277 acre), were identified within the investigated area. The delineated wetland and streams appear to have a hydrologic connection to Hogan Creek, a Traditional Navigable Waterway (TNW). Therefore, it is anticipated that these features would be considered waters of the U.S.

2.0 Definitions

2.1 "Waters of the US"

"Waters of the US" are within the jurisdiction of the US Department of the Army Corps of Engineers (USACE) under the Clean Water Act of 1972, Section 404. "Waters of the US" is a broad term that describes all interstate waters and any water that affects interstate traffic or commerce. Included are wetlands and tributaries adjacent to navigable "waters of the US" and other waters where degradation or destruction could affect interstate or foreign commerce. This includes rivers, streams, wetlands, and many ditches where permits are required for the discharge of dredged or fill material pursuant to Section 404 of the Clean Water Act.

2.2 "Waters of the State" and Isolated Wetlands

"Waters of the State" include all intrastate waters and wetlands that are not hydrologically connected or adjacent to interstate waters. "Waters of the State" include isolated wetlands determined not to be "waters of the US" or jurisdictional wetlands under the January 9, 2001, US Supreme Court ruling [see Solid Waste Agency of Northern Cook County (SWANCC) v. US Army Corps of Engineers]. Isolated wetlands refer to those non-tidal "waters of the US" that are not part of a surface tributary in interstate/navigable waters and are not adjacent to such tributary water bodies.

2.3 Wetlands

Wetlands are "waters of the US" or "waters of the State". Section 404 of the Clean Water Act defines wetlands as those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions do support a prevalence of vegetation typically adapted for life in saturated soil conditions.

2.4 Regulatory Authority and Requirements

The USACE regulates the nation's waters for navigation and the full public interest for both the protection and utilization of water resources. The regulatory authorities and responsibilities of the USACE are based on the following laws:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) prohibits the obstruction or alteration of navigable waters of the United States without a permit from the USACE.
- Section 404 of the Clean Water Act (33 U.S.C. 1344). Section 301 of this Act prohibits the discharge of dredged or fill material into "waters of the US" without a permit from the USACE.
- Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended (33 U.S.C. 1413) authorizes the USACE to issue permits for the transportation of dredged material for the purpose of dumping it into ocean waters.

If filling or dredging operations are proposed to occur with the boundary of a "waters of the US" a Section 404 permit must be obtained from USACE before those activities are conducted. Three types of permits are issued by USACE within the State of Indiana: nationwide permits, the Regional General Permit for Indiana, and Individual Permits. Nationwide permits have been developed for projects meeting specific criteria and have a minimal impact to the regulated resources. Minimal impacts are generally classified as less than 0.5 acre of permanent impacts or temporary impacts depending on the activity to be undertaken. The Regional General Permit (RGP) for Indiana has been developed for projects meeting specific criteria and has

a minimal impact to the regulated resources within the State of Indiana. The RGP authorizes activities associated with any construction activities impacting less than one acre of wetlands or less than 1,500 linear feet of regulated waterway. Individual Section 404 Permits (site specific permits) are required for any construction activities impacting greater than one acre of regulated resources.

All activities that require a Section 404 Permit from USACE will also require a Section 401 Water Quality Certification (or a waiver) from the Indiana Department of Environmental Management (IDEM). On December 12, 2014 IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for the Indiana RGP and on March 15, 2017 IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for multiple Nationwide Permits. The specific conditions limit these Water Quality Certifications to projects with less than 0.1 acre and 300 linear feet of impacts to wetlands and waterways. An Individual Section 401 Water Quality Certification is required for projects impacting greater than 0.1 acre or 300 linear feet of wetlands or waterways.

Under the 2001 US Supreme Court Ruling (SWANCC), filling or dredging of isolated wetlands does not require notification of USACE. However, it is necessary to notify the IDEM for such projects and obtain a permit from the agency under State Wetland Law. All activities affecting "waters of the State" that are not considered to be "waters of the US" will require a State Wetland Permit under IC 13-18.

3.0 Methodology

The study area was analyzed using methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)* (U.S. Army Corps of Engineers, 2012). The 1987 USACE Manual and the Regional Supplemental Documents require wetland boundaries to be delineated using a 3-parameter approach: hydrophytic vegetation, hydric soils, and wetland hydrology.

3.1 Hydrophytic Vegetation

Hydrophytic vegetation criteria are met by the rapid test for hydrophytic vegetation, the dominance test, the prevalence index, or morphological adoptions.

The rapid test for hydrophytic vegetation is met if all dominated species across all strata are rated as obligate (OBL), or facultative wetland (FACW), or a combination based on a visual assessment.

The indicator status of plant species is based on the estimated probabilities of that species occurring in wetland conditions. The indicator status categories are defined as follows.

PLANT INDICATOR STATUS CATEGORIES
(Environmental Laboratory, 1987)

INDICATOR CATEGORY	INDICATOR SYMBOL	DEFINITION
Obligate Wetland Plants	OBL	Plants that occur almost always (probability >99 percent) in wetland under natural conditions. Species rarely occur in non-wetland (probability <1 percent).
Facultative Wetlands Plants	FACW	Plants that usually occur in wetland (probability 67 to 99 percent) may also occur in non-wetland (probability 1 to 33 percent).
Facultative Plants	FAC	Plants that are equally likely to occur in wetland or non-wetland (probability 33 to 67 percent).
Facultative Upland Plants	FACU	Plants that sometimes occur in wetland (probability 1 to 33 percent) but occur more often in non-wetland (probability 67 to 99 percent).
Upland Plants	UPL	Plants that occur almost always (probability >99 percent) in non-wetland under natural conditions. Species rarely occur in wetland (probability <1 percent).

The dominance test for hydrophytic vegetation is met if more than 50 percent of the dominant plants species across all strata are rated OBL, FACW, or FAC.

If a community fails the Rapid Test and the Dominance Test, and both hydric soils and hydrology are present, then two additional wetland vegetation indicators should be assessed. These are the prevalence index and morphological adaptations. If either a prevalence of species noted in the sampling plot are hydrophytic or if morphological indicators are present, then the area is considered to have hydrophytic vegetation.

3.2 Hydric Soils

Hydric soils criteria are met with the presence of soils flooded for a long duration or very long duration during the growing season. Hydric soil indicators are formed predominately by the accumulation or loss of iron, manganese, sulfur, or carbon compounds in saturated and anaerobic conditions. Anaerobic conditions created by repeated or prolonged saturation or flooding result in permanent changes in soil color and chemistry, which are used to determine the presence of hydric soils.

Soils on a particular site are analyzed to determine whether they meet the hydric criteria. In the absence of groundwater, this analysis is performed by looking for acceptable indicators that suggest the soil is saturated, flooded, or ponded for a duration long enough to support anaerobic conditions near the surface. Field indicators of hydric soils, such as gleyed matrix, depleted matrix, redox dark surface or depressions, or depleted dark surface, are common hydric soil indicators in Indiana.

3.3 Wetland Hydrology

Wetland hydrology criteria is met or assumed by the presence of soils inundated or saturated under normal circumstances for periods long enough to support a prevalence of wetland vegetation. Hydrology is

controlled by such factors as rainfall patterns, local geology and topography, soil type, local water table, and drainage. Primary indicators of wetland hydrology include inundation, soil saturation, watermarks, sediment deposits, sparse vegetation, and inundation visible on the aerial photography. Secondary indicators include cracked soils, drainage patterns, and FAC-neutral vegetation. A single primary indicator or two secondary indicators are necessary to determine the presence of wetland hydrology.

All three parameters must be present for a site to be considered "waters of the State" or "waters of the US."

3.4 Stream Habitat

The Qualitative Habitat Evaluation Index (QHEI) is used to determine existing stream impairments and aid in mitigating future impacts. The QHEI is composed of six metrics; substrate, in-stream cover, channel morphology, riparian zone and bank erosion, pool/glide and riffle run quality, and map gradient. Each metric is scored individually and then summed, resulting in a total QHEI score for the targeted reach of stream.

The primary Headwater Habitat Evaluation Index (HHEI) is used to determine existing impairments and aid in mitigating future impacts to primary headwater habitat streams. A primary headwater habitat stream is described as a jurisdictional surface water that has a defined bed and bank, with either continuous or periodical flowing water, with a watershed area less than or equal to one square mile, and maximum depth of water pools equal to or less than 40 cm. The HHEI is composed of three metrics: substrate, maximum pool depth, and bank full width. Each metric is scored individually, and then summed, resulting in a total HHEI score for the targeted reach of headwater stream.

Methodology described in the *Methods for Assessing Habitat in Flowing Waters: Using the Qualitative Habitat Evaluation Index* (QHEI) manual (OhioEPA, Division of Surface Water, 2006)) was used for assessing streams. Additional methodology described in the *Field Evaluation Manual for Ohio's Primary Headwater Habitat Streams* (Ohio EPA, Division of Surface Water, 2020) was used in assessing primary headwaters.

4.0 Site Characterization – Records Review

4.1 USGS Topographic Mapping

The 1:24,000-scale Topographic Quadrangle Map is the primary scale of topographic data produced by the United States Geological Survey (USGS). Since the late 19th century, the USGS has been producing topographic quadrangle maps that show shape and elevation of the land, transportation networks, drainage patterns, vegetation, and buildings. These maps are used for a variety of purposes, including industrial site selection, highway planning, and recreation, and they are also a valuable source for local history. Features such as vegetation (green), water (blue) and densely built-up areas (gray or red) are shown as shaded areas on the map. Many features are shown by lines that may be straight, curved, solid, dashed, dotted, or in any combination. Colors of the lines usually indicate similar classes of information: topographic contours (brown); lakes, streams, irrigation ditches, and other hydrographic features (blue); land grids and important roads (red); and other roads and trails, railroads, boundaries, and other cultural features (black). Various point symbols are used to depict features such as buildings, campgrounds, springs, water tanks, mines, survey control points, and wells. Names of places and features are shown in a color corresponding to the type of feature.

The investigated area is located on the Aurora USGS 7.5 Minute Quadrangle Map in Section 9, Township 5 North, Range 2 West. The topographic map depicts the investigated area as primarily cleared land bordered by areas of forested vegetation. The investigated area is shown to be located in a relatively flat, river valley surrounded by steeper hillslopes along the eastern and northern boundaries. A perennial stream is depicted flowing north to south through the center of the investigated area. This stream was field verified as Little Hogan Creek during the June 7, 2021 site investigation. Another perennial stream is depicted outside of the investigated area flowing generally west to southeast along the southern boundary of the investigated area. Although this stream is located outside the limits of the investigated area, it could be visually verified as North Hogan Creek from the investigated area. Little Hogan Creek drains south to North Hogan Creek approximately 350 feet south of the southern termini of the investigated area.

Stream Name	Flow Regime	Flow Direction	Tributary to
Little Hogan Creek	Perennial	South	North Hogan Creek
North Hogan Creek	Perennial	Southeast	Ohio River

4.2 National Wetlands Inventory Mapping (NWI) Maps

For 25 years, the US Fish and Wildlife Service (USFWS) has provided federal and state agencies, the private sector, and citizens with scientific data on wetland location, extent, status, and trends. The USFWS's National Wetlands Inventory (NWI) program works to complete baseline wetland mapping in the lower 48 states and Alaska. Most NWI maps were produced using photography from the 1980s. Maps for less than five percent of the nation were made using 1990s or more recent photography. Most NWI map products have not been field verified and are subject to regulatory review. However, these maps serve as a planning tool for service and non-profit wetland acquisition programs, fishery restoration, floodplain and watershed planning, endangered species recovery efforts, and to plan for energy resource and infrastructure development.

The NWI Mapping was reviewed for the proposed project corridor. Two NWI wetlands are depicted within the investigated area. One NWI wetland is mapped north of Dearborn County Bridge #33 along Little Hogan Creek and is classified as Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded (PFO1A) under the Cowardin Classification System. During the June 7, 2021 site investigation, it was determined that the mapped wetland area is contained within the limits of the Ordinary High Water Mark (OHWM) of Little Hogan Creek and was delineated as part of the active stream channel. Therefore, this wetland was field verified not present within the limits of the investigated area. The second NWI Wetland is mapped south of Dearborn County Bridge #33 between North Hogan Creek and Little Hogan Creek and is classified as PFO1A under the Cowardin Classification System. This wetland was also field verified not present within the limits of the investigated area during the June 7, 2021 site investigation.

4.3 County Soil Survey

The Natural Resource Conservation Services (NRCS) has prepared soil survey and mapping for each county. Soil surveys furnish soil maps and interpretations necessary to provide technical assistance to farmers and ranchers to be utilized in planning and land management. Information, spatial data, and mapping of soils is available through the NRCS Soil Data Mart, which provides the most current data about the soils.

The *NRCS Soil Survey Geographic Database (SSURGO)* was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

	Soil Map Unit Summary		
Map Unit Name	**Map Unit Symbol**	**NRCS Hydric Soil Category**	**SSURGO Hydric Rating by Map Unit**
Dearborn silt loam, frequently flooded	De	Nonhydric	0
Eden flaggy silty clay, 25 to 50 percent slopes	EdF	Nonhydric	0

4.4 Aerial Photography

The Indiana Geographic Information Council (IGIC), in partnership with state and local agencies, sponsored a program that created high-resolution orthophotography for counties on a statewide basis to support homeland security, emergency management, and other business and government applications. Digital orthophotography provides all of the visual content of a photograph, while being as accurate as a map for measurements. These qualities allow for accurate distance measurements, area calculations, determination of feature shape, direction calculations, and determination of coordinates at a given location. Orthophotography provides a base map in a geographic information system (GIS) for emergency response planning and modeling, law enforcement, public health agencies, property management, census, tax assessment, flood mapping, planning, and economic development.

Aerial Photography from 2017 (IndianaMap) was reviewed for the investigated area. The 2017 aerial photography shows the investigated area as primarily mowed grass along both sides of North Hogan Road from the intersection of Union Ridge Road and North Hogan Road to the southern termini of the investigated area. Mowed grass is also present along the east side of Union Ridge Road. The remainder of the investigated area is forested. Little Hogan Creek is visible entering the northern termini of the investigated area and

flowing south, under Dearborn County Bridge #33, before exiting the southern boundary of the investigated area. North Hogan Creek is also visible on the aerial photography, but remains outside the investigated area.

4.5 Floodways and Floodplains

A "Regulatory Floodway" is the channel of a river or other watercourse and the adjacent land that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The Indiana Department of Natural Resources Division of Water regulates these floodways within the state. Mapping of the regulated floodway and the floodplain, if a floodway had not been designated was completed by the Federal Emergency Management Agency (FEMA).

The FEMA designated floodway associated with North Hogan Creek extends approximately 0.05 mile east into the western termini of the investigated area along North Hogan Road. The floodway at this location is entirely forested beyond the limits of the roadway pavement. The floodway also extends approximately 0.03 mile north into the southern termini of the investigated area along North Hogan Road and is comprised entirely of mowed grass beyond the limits of the roadway pavement at this location.

4.6 Legal Drain

Some waterways in which the function of the channel is considered necessary to drain the landscape to protect the livelihood and safety of the general public are considered to be “legal drains.” These waterways often include a system of pipes and open ditches and are generally under the jurisdiction of the County Surveyor who is responsible for their continued maintenance and function. Funding for maintenance of legal drains is typically provided by assessments to the adjoining property owners.

The Dearborn County Surveyors Office was contacted on September 30, 2021 by American Structurepoint, Inc. staff. In a response on October 1, 2021, the Dearborn County Surveyor indicated that there are no documented legal drains in Dearborn County.

4.7 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The investigated area is located within the Headwaters South Hogan Creek 12-Digit HUC (050902030401).

4.8 USGS High Res Flow Line Mapping

The USGS National Hydrography Dataset (NHD) Local Resolution and Unclassified Flowlines were reviewed for the investigated area. One Local Resolution Flowline, associated with Little Hogan Creek, is mapped flowing north to south through the center of the investigated area. Additionally, one NHD Unclassified Flowline is mapped flowing east to west near the southern termini of the investigated area. This feature was field verified as UNT 1 to Little Hogan Creek during the June 7, 2021 site investigation. Another NHD Unclassified Flowline is mapped approximately 90 feet north of the northern termini of the investigated area. Although not mapped within the investigated area, it is likely that this feature is associated with UNT 2 to Little Hogan Creek, which was field verified during the June 7, 2021 site investigation.

5.0 Field Reconnaissance

The proposed Dearborn County Bridge #33 Improvement project was examined for the presence of wetlands and waters of the U.S. on the site on June 7, 2021. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. Three streams (Little Hogan Creek, UNT 1 to Little Hogan Creek, and UNT 2 to Little Hogan Creek), totaling 790 linear feet (0.277 acre), and one wetland (Wetland A), totaling 0.013 acre, were delineated within the investigated area. Data sheets and a map indicating the location of data points documenting the field investigation are included in the appendix.

5.1 Wetlands

5.1.1 Wetland A

Wetland A is an emergent wetland located 0.03 mile north of the intersection of Union Ridge Road and North Hogan Road. The wetland extends north for approximately 120 linear feet within the roadside ditch along the east side of Union Ridge Road. Wetland A is located in a poorly maintained section of the roadside ditch (RSD) and derives water from the adjacent roadway, UNT 2 to Little Hogan Creek, and the surrounding upland landscape. Wetland A drains south via non-jurisdictional RSD 2 to UNT 1 to Little Hogan Creek, which drains to Little Hogan Creek, which drains to North Hogan Creek, a TNW. Therefore, it is anticipated that Wetland A would be considered a jurisdictional water of the U.S.

The dominant vegetation consisted of *Lysimachia nummularia* (moneywort) within the herbaceous stratum. Hydrologic indicators included Surface Water (A1) at 3 inches, High Water Table (A2) at the surface, Saturation (A3) at the surface and Drainage Patterns (B10). Hydric soil indicators included Depleted Matrix (F3). Wetland A would be considered Palustrine, Emergent, Seasonally Flooded/Saturated (PEME) under the Cowardin Classification System. Wetland A is 0.013 acre and wholly contained within the investigated area. Wetland A appears to be associated with the roadway surface drainage system constructed within mapped upland soil and exhibits dominant hydrophytic vegetation confined to the ditchline. Due to its association with a roadside ditch used for drainage, Wetland A would be considered poor quality. A continuous defined bed and bank or ordinary highwater mark was not observed during the site reconnaissance. For reference to field data collected for this wetland see Data Point (DP) 1 included in the Appendix B. DP 2 included in Appendix B is representative of the upland areas surrounding Wetland A.

5.2 Drainage Features, Streams, and Other Potential "Waters of the U.S."

5.2.1 UNT 1 to Little Hogan Creek

UNT 1 to Little Hogan Creek enters the eastern boundary of the investigated area approximately 0.02 mile southeast of the intersection of Union Ridge Road and North Hogan Road. The stream flows generally northwest for 316 linear feet before draining into Little Hogan Creek. The stream is not depicted on the USGS Topographic Mapping. The stream is likely associated with the USGS NHD Unclassified Flowline mapped through the southern portion of the investigated area, but did not flow as indicated in the mapping. This is likely due to the poorly maintained condition of RSD 1 at the outlet of Small Structure (STR) 1 which prevents water from draining and causes water to collect within the pipe. The flow of drainage indicated by the Unclassified Flowline has likely been altered so that water flows northwest and is conveyed under Union Ridge Road via STR 2 before draining into Little Hogan Creek. Due to the small size of the watershed, Stream

Stats (https://water.usgs.gov/osw/streamstats/) could not be used to determine upstream drainage area. Therefore, the upstream drainage area of UNT 1 to Little Hogan Creek was estimated to be approximately 0.02 square miles based on the USGS Topographic mapping. UNT 1 to Little Hogan Creek was flowing during field investigation on June 7, 2021. Based on the watershed size and surrounding landscape, the stream flow is anticipated to be intermittent. UNT 1 to Little Hogan Creek drains northwest to Little Hogan Creek, which drains south to North Hogan Creek, a TNW. Therefore, it is anticipated that UNT 1 to Little Hogan Creek would be considered a jurisdictional water of the U.S.

An HHEI (HHEI 1) was taken east of North Hogan Road. The stream had low embeddedness and sparse instream cover, with some herbaceous overhanging vegetation. The stream had diverse, high quality substrate. Cobbles, gravel and sand were present adding riffle/run complexes to the channel. The ordinary high water mark (OHWM) of UNT 1 to Little Hogan Creek at the assessment location was 2.2 feet wide by 0.3 feet deep. Top-of-bank was 3.5 feet wide by 0.7 feet deep. UNT 1 to Little Hogan Creek would be classified as a Riverine, Intermittent, Streambed, Cobble-Gravel (R4SB3) deepwater habitat using the Cowardin Classification System.

The overall HHEI score for the stream was 44. UNT 1 to Little Hogan Creek would be considered an average quality stream due to diverse high quality substrate, minimal erosion, and presence of riffle/run complexes, but is limited by sparse instream cover and a cleared riparian zone within the proximity of the roadway. UNT 1 to Little Hogan Creek scored highest for substrate (24/40). However, maximum pool depth (5/30) may be a limiting factor to the quality of the stream.

5.2.2 UNT 2 to Little Hogan Creek

UNT 2 to Little Hogan Creek enters the northern boundary of the investigated area approximately 0.05 mile north of the intersection of Union Ridge Road and North Hogan Road. The stream flows generally southwest for 139 linear feet before draining into Little Hogan Creek. The stream is not depicted on the USGS Topographic Mapping. The stream is likely associated with the USGS NHD Unclassified Flowline mapped north of the investigated area, but does not flow as indicated in the mapping. UNT 2 to Little Hogan Creek is conveyed southwest under Union Ridge Road via STR 3. Due to the small size of the watershed, Stream Stats (https://water.usgs.gov/osw/streamstats/) could not be used to determine upstream drainage area. Therefore, the upstream drainage area of UNT 2 to Little Hogan Creek was estimated to be approximately 0.03 square miles based on the USGS Topographic mapping. UNT 2 to Little Hogan Creek was flowing during field investigation on June 7, 2021. Based on the watershed size and surrounding landscape, the stream flow is anticipated to be intermittent. UNT 2 to Little Hogan Creek drains southwest to Little Hogan Creek, which drains south to North Hogan Creek, a TNW. Therefore, it is anticipated that UNT 2 to Little Hogan Creek would be considered a jurisdictional water of the U.S.

An HHEI (HHEI 2) was taken west of Union Ridge Road. The stream had low embeddedness and moderate instream cover, with some woody overhanging vegetation. The dominant substrate was bedrock with cobbles present adding riffle/run complexes to the channel. The OHWM of UNT 2 to Little Hogan Creek at the assessment location was 2.2 feet wide by 0.3 feet deep. Top-of-bank was 6 feet wide by 3.5 feet deep. UNT 2 to Little Hogan Creek would be classified as a Riverine, Intermittent, Streambed, Bedrock (R4SB1) deepwater habitat using the Cowardin Classification System.

The overall HHEI score for the stream was 55. UNT 2 to Little Hogan Creek would be considered an average quality stream due to diverse high quality substrate, minimal erosion, and presence of riffle/run complexes. UNT 2 to Little Hogan Creek scored highest for substrate (30/40). However, maximum pool depth (5/30) may be a limiting factor to the quality of the stream.

5.2.3 Little Hogan Creek

Little Hogan Creek enters the investigated area 0.05 mile north of Dearborn County Bridge #33. The stream flows south for 335 linear feet before exiting the southern boundary of the investigated area. The stream is depicted as a perennial stream on the USGS topographic map. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Little Hogan Creek as approximately 12.79 square miles. The stream was flowing during the site investigation and the flow regime appears to be perennial as depicted on the USGS topographic map. Little Hogan Creek drains south to North Hogan Creek, a TNW. Therefore, it is anticipated that Little Hogan Creek would be considered a jurisdictional water of the U.S.

Little Hogan Creek will be crossed once within the investigated area by North Hogan Road via Dearborn County Bridge #33. A QHEI (QHEI 1) was taken north of the North Hogan Road outside of the bridge's influence on the channel. The stream had low embeddedness, diverse high quality substrate, good channel development and a forested riparian buffer along both banks. The dominant substrate was cobbles with boulders, slabs, and gravel also present. The substrate added riffle/run/pool/glide complexes throughout the stream assessment area. The OHWM of Little Hogan Creek was 33 feet wide by 1.5 feet deep. Top of Bank was 55 feet wide by 5 feet deep. Little Hogan Creek would be classified as Riverine, Lower Perennial, Unconsolidated Bottom, Cobble-Gravel (R2UB1) using the Cowardin Classification System.

The overall QHEI score for the stream was 74. This is a "good" narrative rating in the QHEI manual. Little Hogan Creek scored highest for substrate (20/20). However, the pool/glide and riffle/run quality (4/12) may be a limiting factor to the quality of the stream.

5.3 Other Features

Two surface drainage systems (constructed roadside ditches) are present along Union Ridge Road and North Hogan Road and within the investigated area.

5.3.1 Roadside Ditch (RSD) 1

RSD 1 is located along the west side of North Hogan Road approximately 0.04 mile south of the intersection of Union Ridge Road and North Hogan Road. This feature conveys drainage northwest along North Hogan Road to the outlet of STR 1. RSD 1 was observed to be poorly maintained. Trees growing within the roadside ditch and earth mounded at the outlet of STR 1 impeded drainage causing water to collect within STR 1. RSD 1 was inspected and determined to not exhibit a defined bed and bank or a continuous OHWM.

5.3.2 RSD 2

RSD 2 is located along the east side of Union Ridge Road immediately north of the intersection of Union Ridge Road and North Hogan Road. This feature conveys drainage south from Wetland A to the inlet of STR 2. RSD 2 was inspected and determined to not exhibit a defined bed and bank or a continuous OHWM.

5.4 Non-Wetland Data Points

Data Point (DP) 3 was taken due to the presence of a mapped NWI wetland. DP 3 is located south of North Hogan Road approximately 0.04 mile west of the intersection of Union Ridge Road and North Hogan Road. DP 3 lacked the hydrophytic vegetation, hydrology, and hydric soils to be considered a wetland. For reference to field data collected for DP 3, see Appendix B.

6.0 Conclusions

One wetland (Wetlands A), totaling 0.013 acre, and three streams (Little Hogan Creek, UNT 1 to Little Hogan Creek, and UNT 2 to Little Hogan Creek), totaling 790 linear feet (0.277 acre), were delineated within the investigated area. All features appear to have jurisdictional connection to North Hogan Creek, a TNW. Therefore, these features are anticipated to be jurisdictional waters of the U.S.

All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. 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 INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

7.0 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.

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11/10/2021

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8.0 References

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Appendix A - Aquatic Resource Summary Tables

Table 1 – Data Points Summary

Data Points Summary							
Data Point	**Photos**	**Lat/ Long**	**Water Resource**	**Hydrophytic Vegetation**	**Hydric Soils**	**Wetland Hydrology**	**Within a Wetland**
1	14-18	39.108625/ -84.988453	Wetland A	Yes	Yes	Yes	Yes
2	19-22	39.108753/ -84.988476	Upland of Wetland A	No	No	No	No
3	42-45	39.108073/ -84.989134	N/A	No	No	No	No

Table 2 – Aquatic Resources Summary

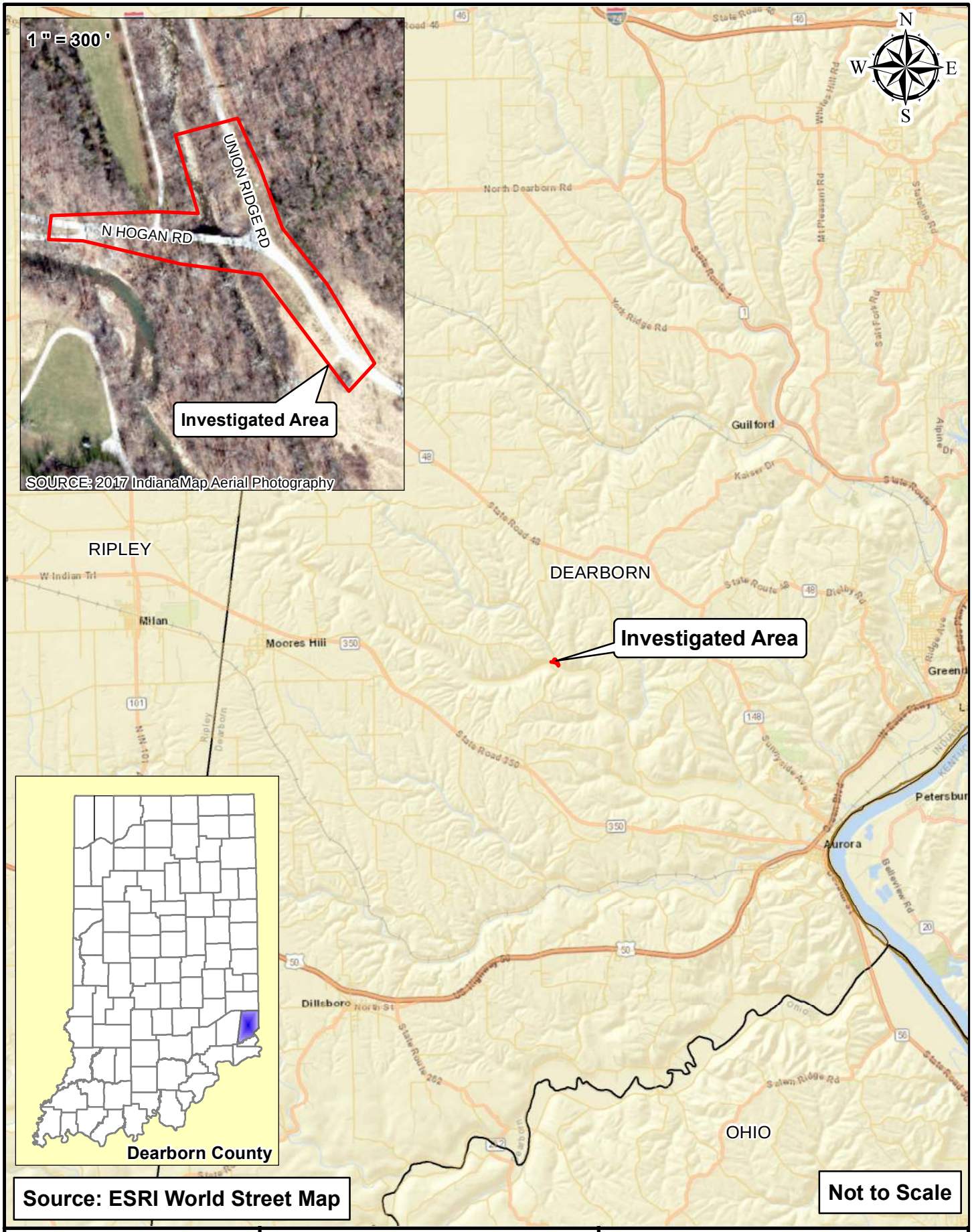
Aquatic Resources Summary: Wetlands							
Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total Acreage	
						Acres	Linear Feet
Wetland A	14-18	39.108625/ -84.988453	PEME	Poor	Water of the U.S.	0.013	120
Total						**0.013**	**120**

Aquatic Resources Summary: Streams											
Delineated Resource	Photos	Lat/ Long	OHWM Width	OHWM Depth	USGS Blue Line & Type	Riffle/Pool Presence	Quality	Substrate	Jurisdiction	Total Linear Feet	Total Acres
Little Hogan Creek	27-28, 34-35	39.108605/ -84.988884	33	2	Yes PER	Yes/ Yes	Good	Boulder, Cobble, Gravel	Water of the U.S.	335	0.254
UNT 1 to Little Hogan Creek	10-12, 31-32	39.107972/ -84.987966	2.2	0.3	No INT	Yes/ No	Average	Cobble, Gravel, Sand	Water of the U.S.	316	0.016
UNT 2 to Little Hogan Creek	23-26	39.108771/ -84.988748	2.2	0.3	No INT	Yes/ No	Average	Bedrock, Cobble, Silt	Water of the U.S.	139	0.007
Total										**790**	**0.277**

Aquatic Resources Summary		
Resource	Wetlands	Streams
Grand Total	**0.013 ac**	**790 lft**

Appendix D - Mapping

Figure 1 – Indiana State Highway Map
Figure 2 – USGS Topographic Mapping
Figure 3 – Dearborn County Mapped Soils - SSURGO
Figure 4 – NWI and FEMA 100-Year Floodplain Mapping
Figure 5 – 2017 Aerial Photography
Figure 6 – 12-Digit HUC Map
Figure 7 – Regional Supplement Map
Figure 8 – Field Investigation and Photo Location Map



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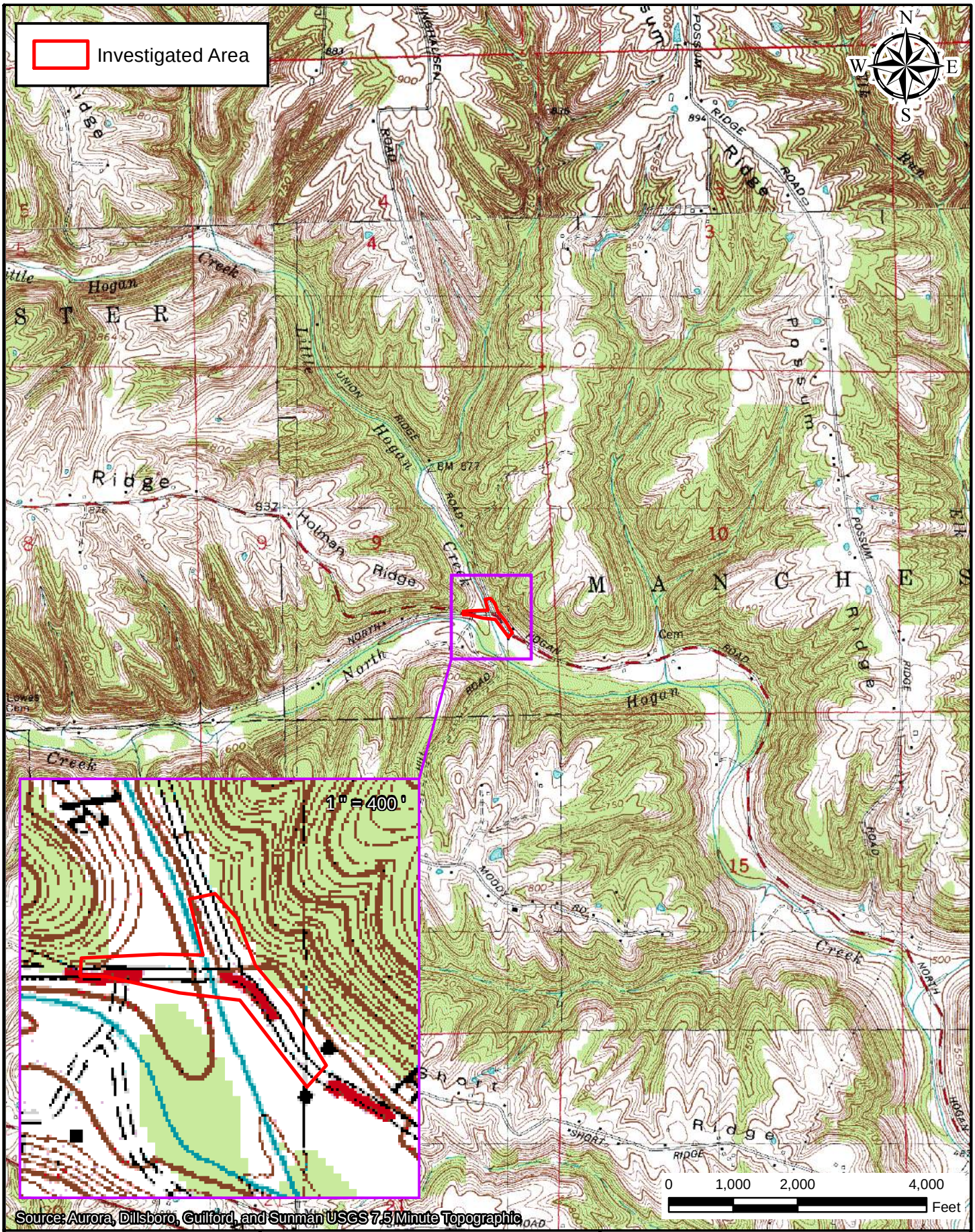
AMERICAN STRUCTUREPOINT INC.

Figure 1: State Location Map

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana
Date: 09/04/2021



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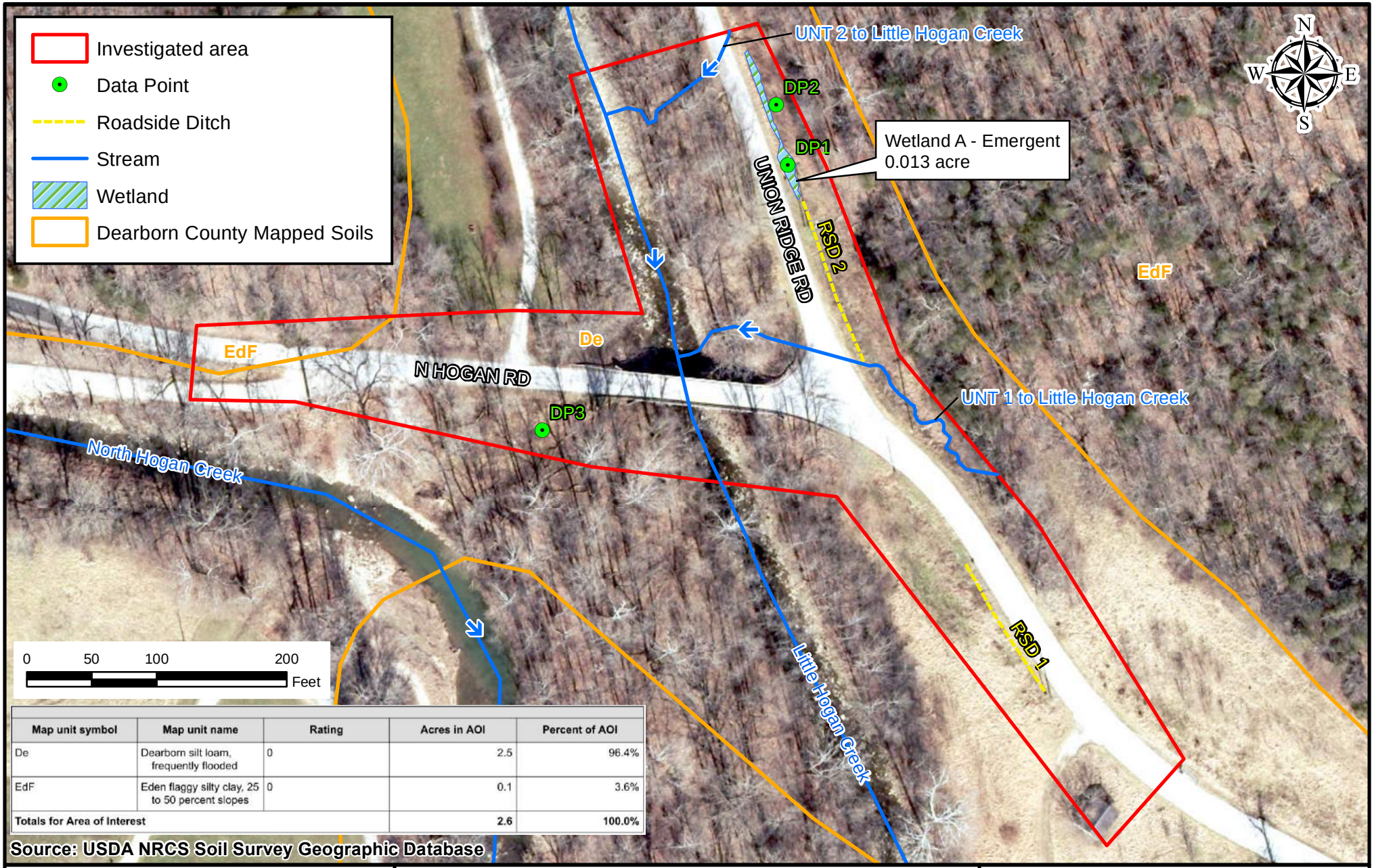
AMERICAN STRUCTUREPOINT INC.

Figure 2: USGS Topographic Mapping

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana
Date: 09/04/2021

Path: P:\2020\00758\D. Drawings\Environmental\Dearborn Co Bridge #33\Waters Report\Exhibits\2020.00758.EV.2021-08-31.DearbornCoBridge33.figure3_SSURGO_landscape.les.mxd Date:11/10/2021 User:lstevenson



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
De	Dearborn silt loam, frequently flooded	0	2.5	96.4%
EdF	Eden flaggy silty clay, 25 to 50 percent slopes	0	0.1	3.6%
Totals for Area of Interest			2.6	100.0%

Source: USDA NRCS Soil Survey Geographic Database

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Figure 3: Hydric Rating by Map Unit - SSURGO

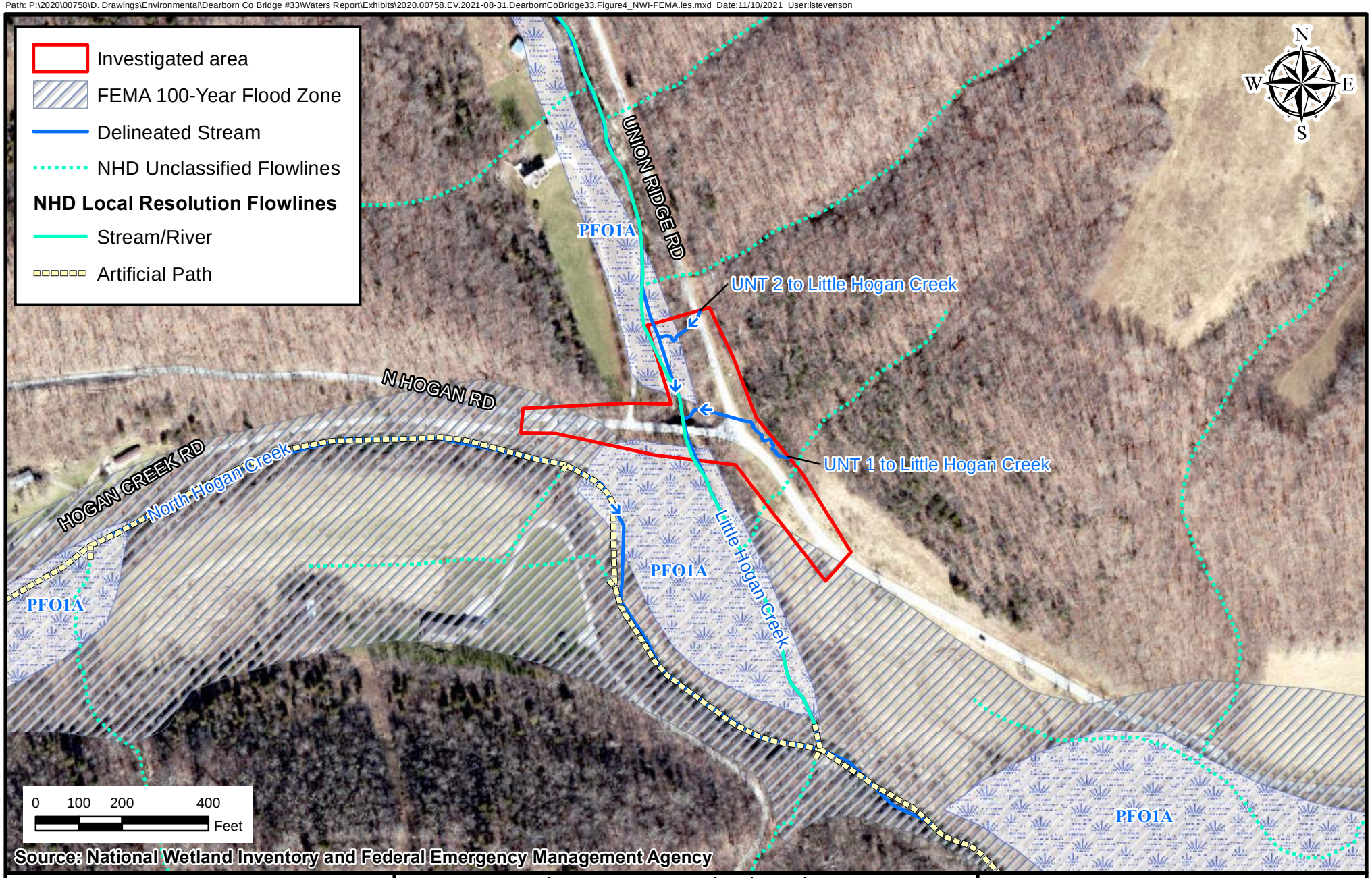
Dearborn County Highway Department
10255 Randall Avenue
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/04/2021

Path: P:\2020\00758\D. Drawings\Environmental\Dearborn Co Bridge #33\Waters Report\Exhibits\2020.00758.EV.2021-08-31.DearbornCoBridge33.Figure4_NWI-FEMA.les.mxd Date:11/10/2021 User:lstevenson



Source: National Wetland Inventory and Federal Emergency Management Agency

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Figure 4: NWI Wetlands and FEMA 100-Year Floodplain Map

Dearborn County Highway Department
10255 Randall Avenue
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/04/2021

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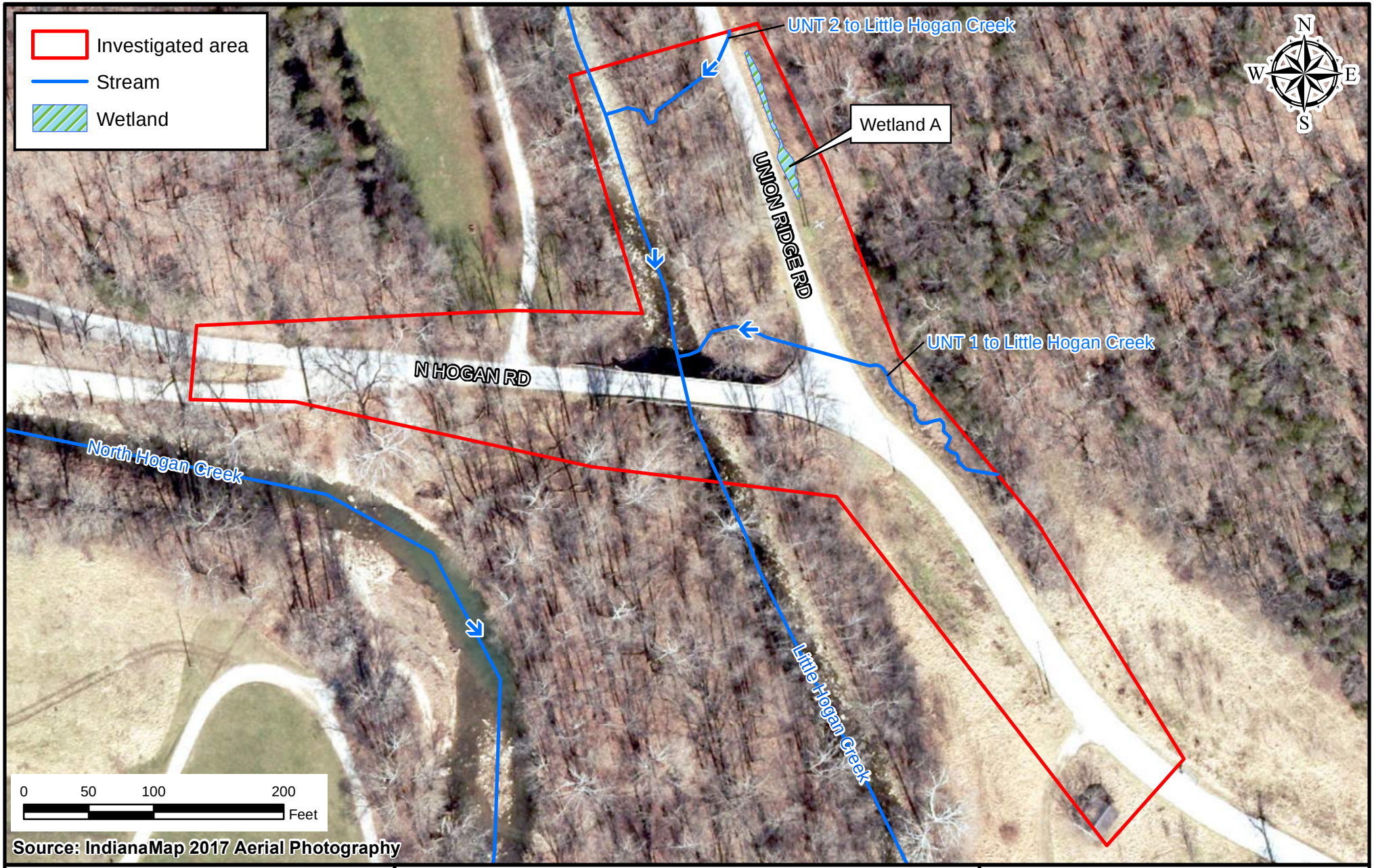

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Figure 5: 2017 Aerial Photography

Dearborn County Highway Department
10255 Randall Avenue
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/04/2021

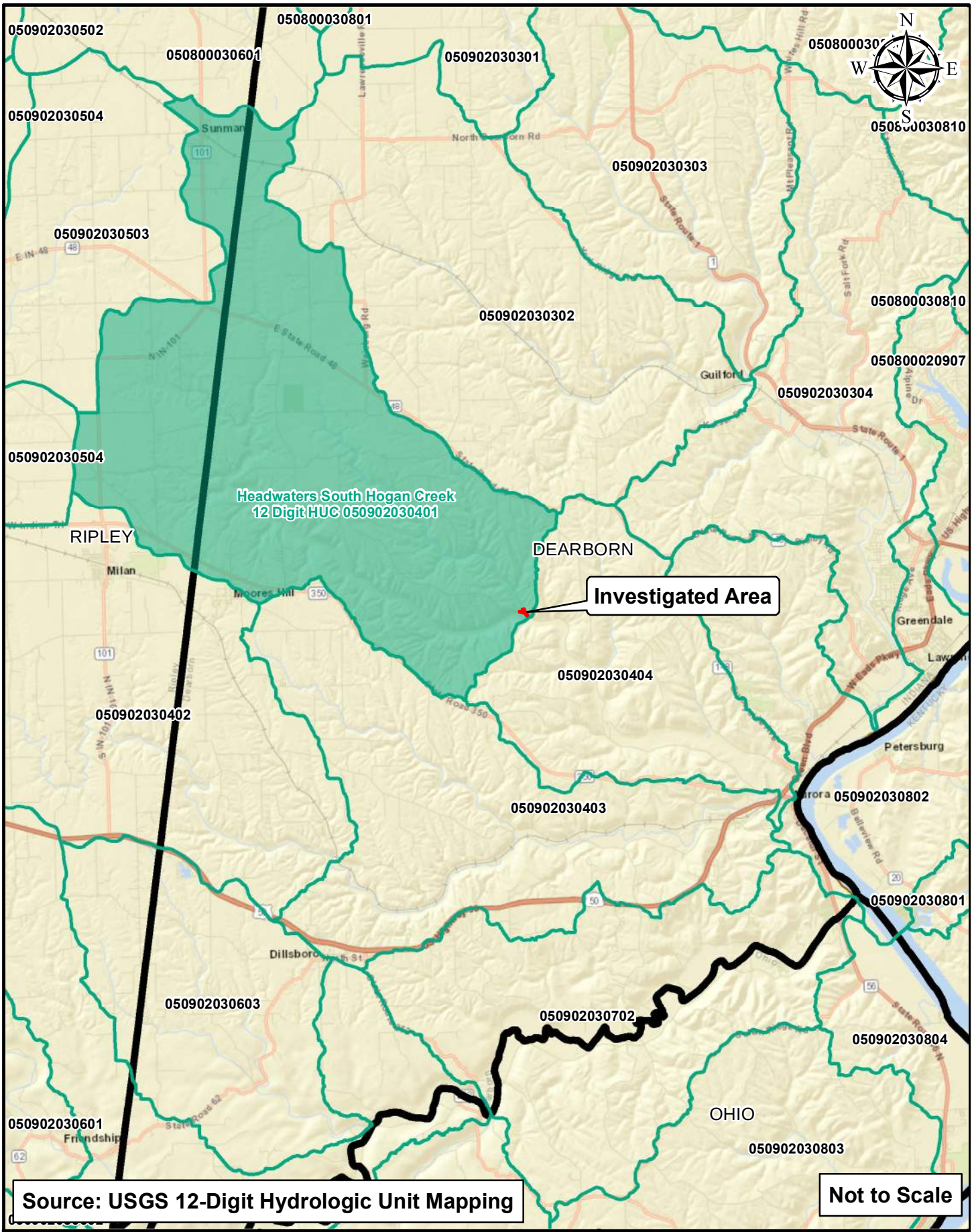

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Figure 6: 12-Digit HUC Watershed Mapping

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/04/2021

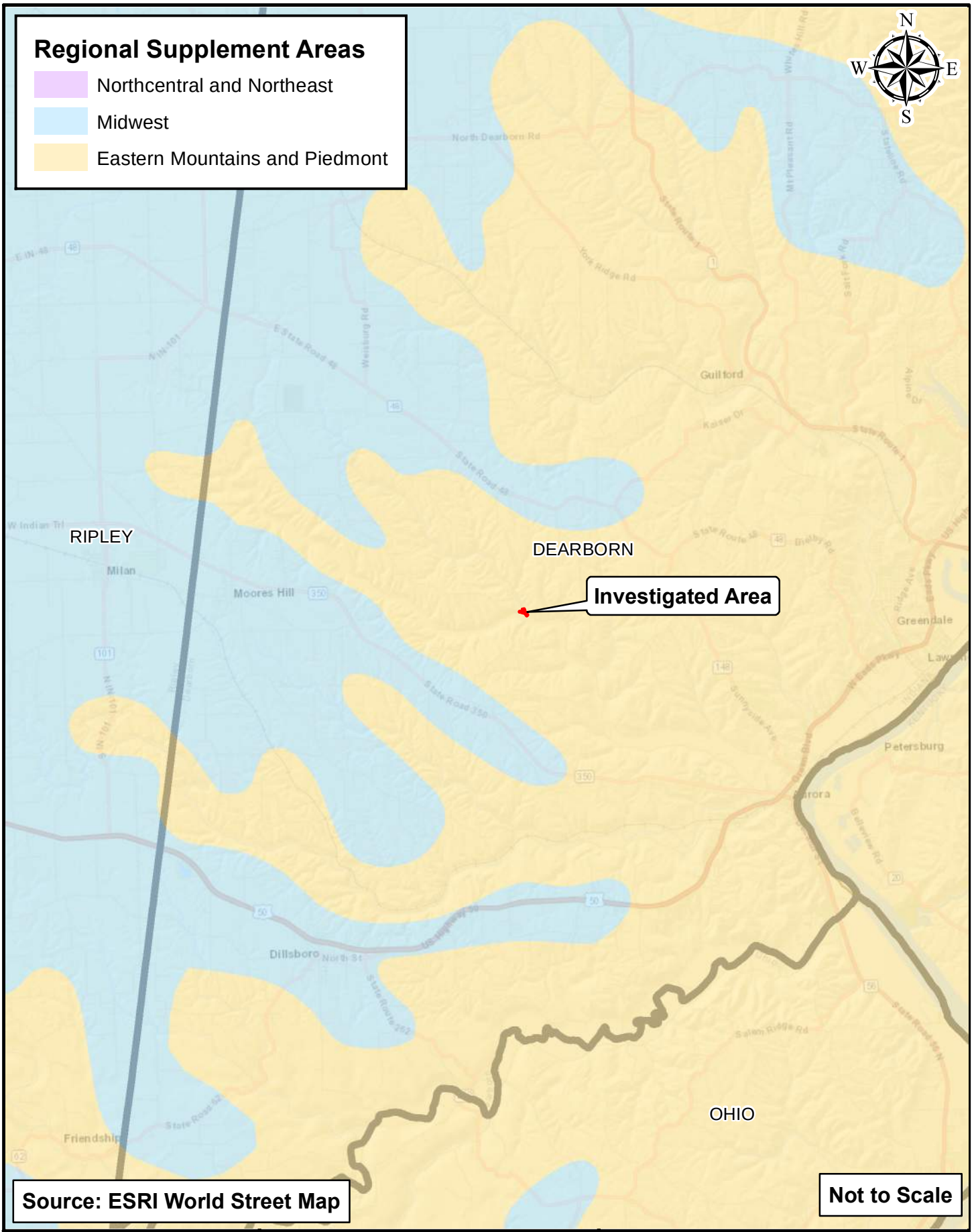

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Figure 7: Regional Supplement Map

Dearborn County Highway Department
10255 Randall Ave
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773
Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana
Date: 09/04/2021

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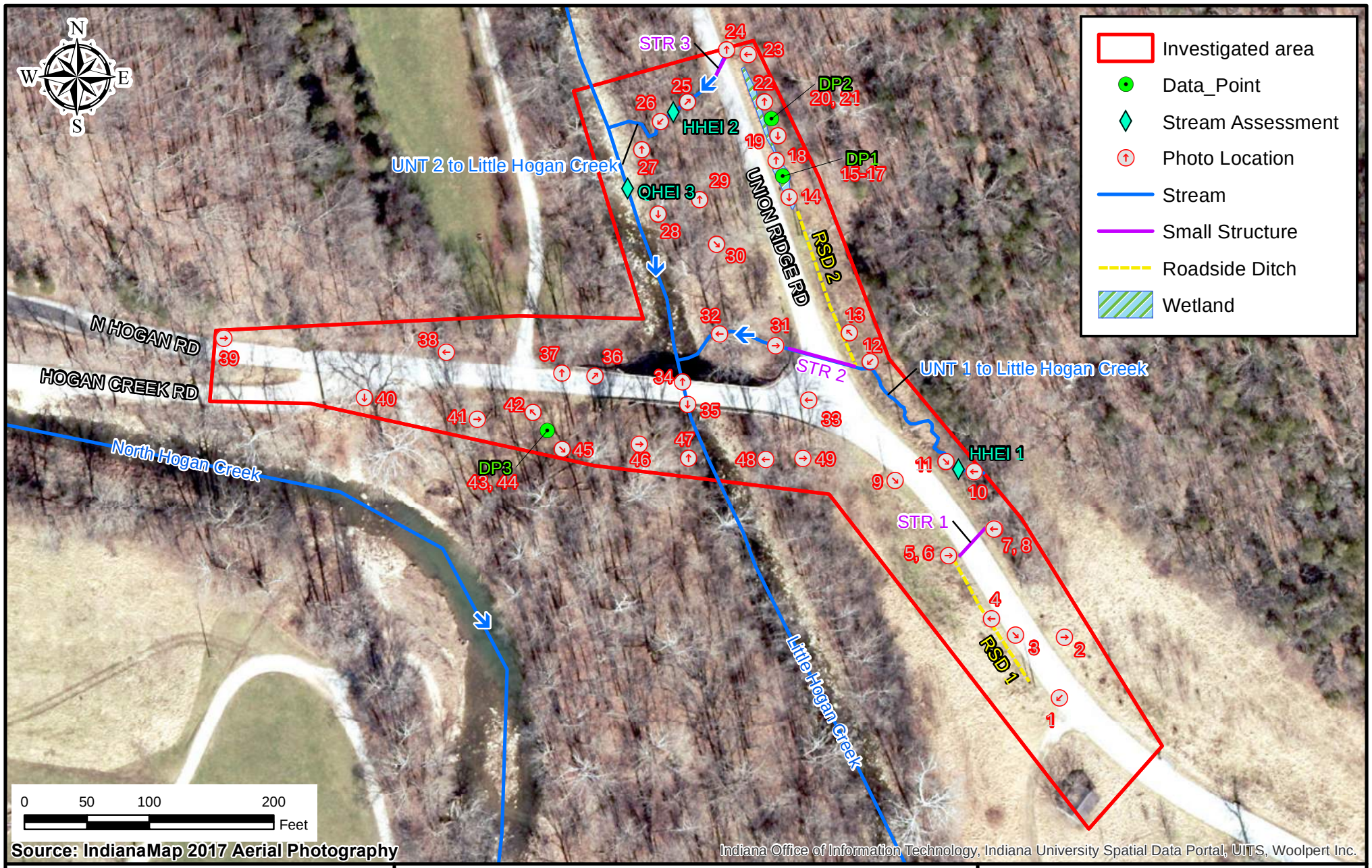

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Figure 8: Field Investigation and Photo Location Map

Dearborn County Highway Department
10255 Randall Avenue
Aurora, IN, 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/24/2021

Appendix F - Preliminary Jurisdictional Determination

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: September 30, 2021

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Leigh Stevenson; American Structurepoint, Inc.
9025 River Road, Suite 200 Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

Dearborn County Highway Department intends to proceed with bridge improvement project along North Hogan Road, near Aurora, Dearborn County, Indiana. The proposed project would completely remove and replace the existing Dearborn County Bridge #33 (15-00033) with a new structure. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection as needed. One wetland, Wetland A and three streams were identified within the investigated area. All features are anticipated to be waters of the U.S.

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

State: Indiana County/parish/borough: Dearborn City: Aurora

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

Lat.: 39.108171°N Long.: 84.988713°W

Universal Transverse Mercator: 16 T 673903 m E, 4330706 m N

Name of nearest waterbody: Little Hogan Creek

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

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

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

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland A	39.108625	-84.988453	0.013 acre	Wetland	Section 404
Little Hogan Creek	39.108605	-84.988884	335 linear feet (0.254 acre)	Non-Wetland	Section 404
UNT 1 to Little Hogan Creek	39.107972	-84.987966	316 linear feet (0.016 acre)	Non-Wetland	Section 404
UNT 2 to Little Hogan Creek	39.108771	-84.988748	139 linear feet (0.007 acre)	Non-Wetland	Section 404

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

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

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

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

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map:
- [x] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale:
- [ ] Data sheets prepared by the Corps:
- [ ] Corps navigable waters' study:
- [x] U.S. Geological Survey Hydrologic Atlas: HUC-12; 050902030401
  - [ ] USGS NHD data.
  - [ ] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: Aurora 7.5 Min Quadrangle
- [x] Natural Resources Conservation Service Soil Survey. Citation: SSURGO
- [x] National wetlands inventory map(s). Cite name: 2016 National Wetland Inventory
- [ ] State/local wetland inventory map(s):
- [x] FEMA/FIRM maps: FEMA 100-Year Floodplain Mapping
- [ ] 100-year Floodplain Elevation is: .(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): See Wetland Delineation Report; 2017 IndianaMap Aerial

  or [x] Other (Name & Date): Field Photos 06/07/2021
- [ ] Previous determination(s). File no. and date of response letter:
- [ ] Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of Regulatory staff member completing PJD

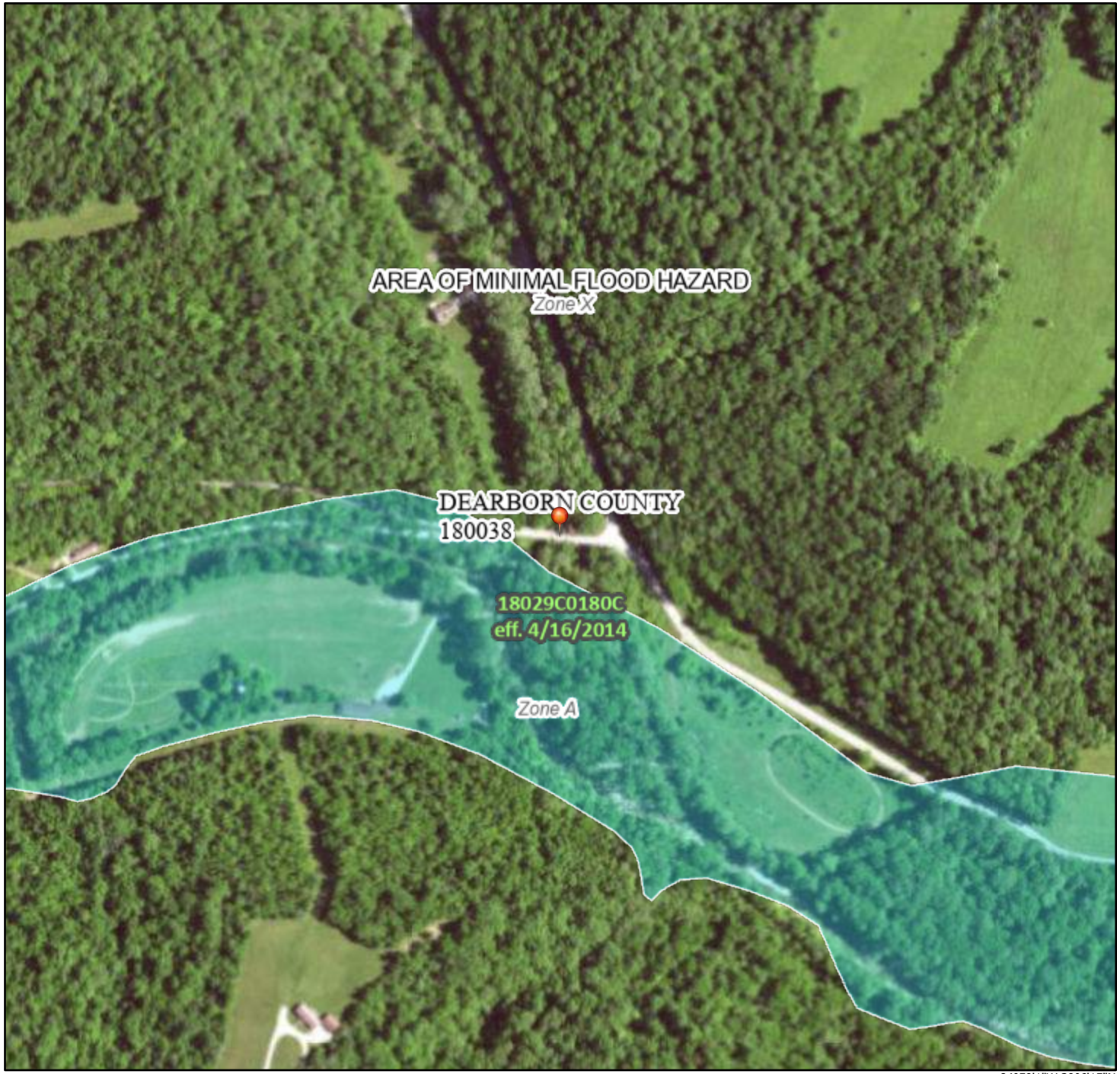
Leigh Stevenson 09/30/2021
Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

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

National Flood Hazard Layer FIRMette

FEMA

84°59'39"W 39°6'43"N



84°59'1"W 39°6'15"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/26/2022 at 1:11 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

November 10, 2020

Re: Notice of Survey and Environmental Work
Bridge Replacement (Des No. 1902773)
Aurora, Indiana

Dear Property Owner:

American Structurepoint, Inc., has been retained by the Commissioners of Dearborn County to perform survey and environmental work for a bridge replacement project known as Bridge 33 that is located on North Hogan Road over Little Hogan Creek in Manchester Township, Dearborn County, Indiana. The limits of the work that is being conducted is approximately 200 feet on each side of the bridge.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting a topographic survey and environmental survey of the project area in the near future and may continue for several weeks. It may be necessary for us to enter onto your property (exterior only) to complete this work. The work may include, but is not limited to shovel probes for archeological studies and wetland identification; topographic survey; photographing; and geotechnical surveys. The information we obtain from the above-mentioned work is necessary for the development of this transportation project. Our employees have been instructed to identify themselves to you, if you are available, before they enter onto your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

Please be advised that you have the right to be compensated for damage that occurs to your property as a result of the entry upon, over, or under your property or work performed during the entry.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Very truly yours,

Derrek W. Day

Derrek Day, PE
Project Manager

DWD:mgn

2020.00758.0001

Dearborn County

IP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date
1902773	North Hogan Road Bridge #33	0.00	0.00	over Little Hogan Creek, 0.05 miles west of Union Ridge Road	Bridge replacement	Exempt	Dearborn County	FY25

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FU R
Local Bridge	PE	0	310,400	0	0	0	0
Local	PE	0	77,600	0	0	0	0
Local Bridge	PE-RWS	0	0	0	0	24,000	0
Local	PE-RWS	0	0	0	0	6,000	0
Local Bridge	UT	0	0	0	0	0	72,000
Local	UT	0	0	0	0	0	18,000
Local Bridge	CO	0	0	0	0	0	1,384,800
Local	CO	0	0	0	0	0	346,200
Local Bridge	CE	0	0	0	0	0	207,720
Local	CE	0	0	0	0	0	51,930
					Total :		$2,498,650

IP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date
2001817	Lower Dillsboro Road (IR 1026)	0.00	0.00	2850' west of Gatch Hill Road to 1600' west of Gatch Hill Road	Slide correction	Exempt	Dearborn County	FY26

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FU R
STBG	PE	0	0	200,000	0	0	0
Local	PE	0	0	50,000	0	0	0
STBG	RW	0	0	0	0	40,000	0
Local	RW	0	0	0	0	10,000	0
STBG	UT	0	0	0	0	0	40,000
Local	UT	0	0	0	0	0	10,000
STBG	CO	0	0	0	0	0	2,944,000
Local	CO	0	0	0	0	0	736,000
					Total :		$4,030,000

IP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date
2200183	Dearborn County Small Structure Inventory	0.00	0.00	Various locations within Dearborn County	Inspect and load rate all Dearborn County maintained drainage structures from 4 ft. to 20 ft., to determine weight limit postings and identify maintenance and replacement needs	Exempt	Dearborn County	FY24

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FU R
OKI-STBG	PE	0	0	0	0	220,000	0
Local	PE	0	0	0	0	55,000	0
					Total :		$275,000

IP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date
1801755	Greendale Trail #01	0.00	0.00	City of Greendale	1.01 mile of 12' wide asphalt trail, boardwalk, and crosswalk enhancements with drinking fountain, benches, bike racks and signage	Exempt	Greendale	4Q20

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FU R
Rec Trails	PE	14,920	0	0	0	0	0
Local	PE	3,730	0	0	0	0	0
Rec Trails	CO	177,080	0	0	0	0	0
Local	CO	44,270	0	0	0	0	0
					Total :		$240,000

IP ID	Facility	BMP	EMP	Location	Description	AQ conformity	Sponsor	Award/ Let Date
1297183	State Line Road			Intersection of US 50 and State Line Road in Greendale	Intersection improvement with added turn lanes	Exempt	INDOT	4Q22

Fund Type	Phase	Pre 21	FY 21	FY 22	FY 23	FY 24	FU R
OKI-CMAQ	CO	0	0	192,000	0	0	0
NHPP	CO	0	0	476,402	0	0	0
State	CO	0	0	167,101	0	0	0
Federal-Ohio	CO	0	0	204,200	0	0	0
					Total :		$1,039,703

April 26, 2022

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 Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• *Version 3/10/2022*	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)	FY 2022-2026
• *Version 3/11/2022*	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• *Version 3/22/2021*	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• *Version 12/15/2021*	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• *Version 3/10/2022*	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• *Version 3/10/2022*	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• *Version 3/29/2022*	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• *Version 8/18/2021*	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• *Version 3/09/2022*	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• *Version 7/13/2021*	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• *Version 3/28/2022*	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• *Version 3/17/2022*	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• *Version 03/10/2022*	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• *Version 08/26/2021*	

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 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,

Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT

NOTE: Attachments have been removed for the purposes of this NEPA document.

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

June 17, 2022

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

SUBJECT: Indiana FY2022-2026 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 FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

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 FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, 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 FY2022-2026 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 FY2022-2026 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 June 17, 2022, 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. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

KELLEY BROOKINS Digitally signed by KELLEY BROOKINS Date: 2022.06.13 10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

JERMAINE R HANNON Digitally signed by JERMAINE R HANNON Date: 2022.06.13 15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

NOTE: Attachments have been removed for the purposes of this NEPA document.

Bridge Inspection Report

15-00033
N HOGAN RD
over
LITTLE HOGAN CREEK

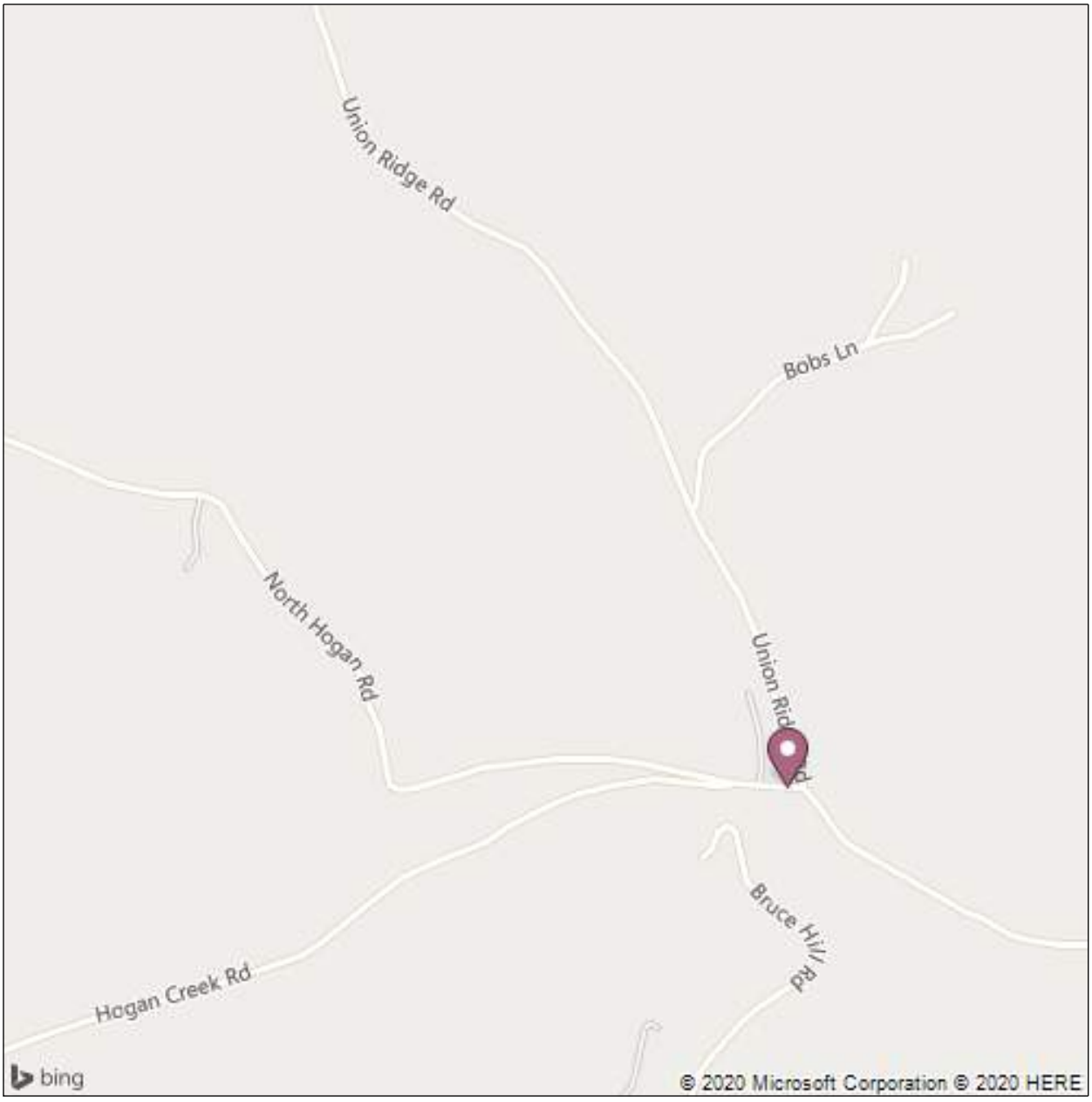
Inspection Date: 04/27/2020

Inspected By: Derrek Day

Inspection Type(s): Routine

TABLE OF CONTENTS

Bridge Inspection Report



Latitude: 39.10817

Longitude: -84.98872

Load Posted at 11 Tons. 12 Month Frequency.
Heavy corrosion on exterior beams advancing with up to 1/8" measured section loss. Vertical cracks in pier noses should be monitored at marked location Pier 3. Moderate cracking and delamination in deck.
County in planning stage of full bridge replacement.

IDENTIFICATION

(1) STATE CODE:	185 - Indiana
(8) STRUCTURE:	1500030
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00000 - 0
(2) HIGHWAY AGENCY DISTRICT:	05 - Seymour
(3) COUNTY CODE:	015 - DEARBORN
(4) PLACE CODE:	00000 - N/A
(6) FEATURES INTERSECTED:	LITTLE HOGAN CREEK
(7) FACILITY CARRIED:	N HOGAN RD
(9) LOCATION:	00.10 W OF UNION RIDGE
(11) MILEPOINT:	0000.000

(12) BASE HIGHWAY NETWORK:	0
(13A) INVENTORY ROUTE:	
(13B) SUBROUTE NUMBER:	
(16) LATITUDE:	39.10817
(17) LONGITUDE:	-84.98872
(98) BORDER	
A) STATE NAME:	
B) PERCENT	%
(99) BORDER BRIDGE STRUCT. NO:	

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:	
A) KIND OF MATERIAL/DESIGN:	3 - Steel
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder
(44) STRUCTURE TYPE, APPROACH SPANS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other
B) TYPE OF DESIGN/CONSTR:	00 - Other

(45) NUMBER OF SPANS IN MAIN UNIT:	003
(46) NUMBER OF APPROACH SPANS:	0000
(107) DECK STRUCTURE TYPE:	2 - Concrete Precast Panels
(108) WEARING SURFACE/PROT SYS:	
A) WEARING SURFACE:	6 - Bituminous
B) DECK MEMBRANE:	0 - None
C) DECK PROTECTION:	0 - None

AGE OF SERVICE

(27) YEAR BUILT:	1963
(106) YEAR RECONSTRUCTED:	0000
(42) TYPE OF SERVICE:	
A) ON BRIDGE:	1 - Highway
B) UNDER BRIDGE:	5 - Waterway

(28) LANES:		
A) ON BRIDGE:	02	
B) UNDER BRIDGE:	00	
(29) AVERAGE DAILY TRAFFIC:	000970	
(30) YEAR OF AVERAGE DAILY TRAFFIC:	2019	
(109) AVERAGE DAILY TRUCK TRAFFIC:	10	%
(19) BYPASS DETOUR LENGTH:	008	MI

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0055.0	FT	(35) STRUCTURE FLARED:	0 - No flare	
(49) STRUCTURE LENGTH:	0110.0	FT	(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(50) CURB/SIDEWALK WIDTHS:			(47) TOT HORIZ CLEARANCE:	020.1	FT
A) LEFT	00.0	FT	(53) VERT CLEAR OVER BR RDWY:	99.99	FT
B) RIGHT:	00.0	FT	(54) MIN VERTICAL UNDERCLEARANCE:		
(51) BRDG RDWY WIDTH CURB-TO-CURB:	020.1	FT	A) REFERENCE FEATURE:	N	
(52) DECK WIDTH, OUT-TO-OUT:	021.9	FT	B) MIN VERT UNDERCLEAR:	0	FT
(32) APPROACH ROADWAY	018.0	FT	(55) LATERAL UNDERCLEARANCE RIGHT:		
(33) BRIDGE MEDIAN:	0 - No median		A) REFERENCE FEATURE:	N	
			B) MIN LATERAL UNDERCLEAR:	000.0	FT
(34) SKEW:	30	DEG	(56) MIN LATERAL UNDERCLEAR ON LEFT:	000.0	FT

INSPECTIONS

(90) INSPECTION DATE:	04/27/2020	(91) DESIGNATED INSPECTION FREQUENCY:	12 MONTHS
(92) CRITICAL FEATURE INSPECTION:		(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	N	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:	

CONDITION

(58) DECK:	5 - Fair Condition (minor section loss)	(60) SUBSTRUCTURE:	5 - Fair Condition (minor section loss)
(58.01) WEARING SURFACE:	5 - Fair Condition	(61) CHANNEL/CHANNEL PROTECTION:	6 - Bank slump. widespread minor damage
(59) SUPERSTRUCTURE:	4 - Poor Condition (advanced deterioration)	(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: 5 - Fair Condition (minor section loss)

Comments:
Fair - SEEP THRU JOINTS, SPALLING WITH EXPOSED REINFORCING AT COPINGS, DEBRIS AND SAND CLOGGING DRAINS, DELAMINATION AND HAIRLINE CRACKS BELOW DECK, DECK JOINTS PAVED OVER
Material:
CONCRETE

(58.01) WEARING SURFACE: 5 - Fair Condition

Comments:
Fair - MINOR WEAR AND CRACKS
Material:
BITUMINOUS (3")

(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:
Poor- HEAVY FLAKING RUST AT EXTERIOR BEAMS -SECTION LOSS UP TO 1/8", LIGHT SURFACE RUST ON INTERIOF BEAMS AND FAILED PAINT SYSTEM, ROLLER BEARINGS HAVE FLAKING RUST
Material:
STEEL BEAMS, 3- SIMPLE SPANS

(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:
FAIR - SPALLING WITH EXPOSED BARS, BOTH PIERS HAVE VERTICAL CRACK IN EAST NOSE- HAIRLINE AT PIER 2 and 1/8" PIER 3, DEBRIS ON CAPS, SLOPEWALLS HAVE LARGE BILATERAL CRACKS, PIER 2 HAS SCOUR WITH VISIBLE FOOTING, EXPOSED REINFORCING
Material:
CONCRETE BENTS/PIERS

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

Comments:
SATIS - MINOR BANK EROSION
Material:
CONCRETE SLOPEWALL

(62) CULVERTS: N - Not Applicable

Comments:
N/A
Material:
N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	4 - H 20	(66) INVENTORY RATING:	14
(70) BRIDGE POSTING	1 - 30.0-39.9% below legal loads (1-2 tons)	(65) INVENTORY RATING METHOD:	1 - Load Factor (LF)
		(66B) INVENTORY RATING (H):	8
(41) STRUCTURE OPEN/POSTED/CLOSED:	P - Posted for Load	(66C) TONS POSTED :	11
		(66D) DATE POSTED/CLOSED:	19-NOV-19
(64) OPERATING RATING:	23		
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)		

APPRAISAL

SUFFICIENCY RATING:	19.3	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	4	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	3	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 7 - Slight Chance of Overtopping Bridge

Comments:
ADEQUATE

(72) APPROACH ROADWAY ALIGNMENT: 6 - Equal to present minimum criteria

Comments:
SETTLEMENT
Material:
BITUMINOUS
72: TANGENT, ON GRADE, INTERSECTION TO EAST

(113) SCOUR CRITICAL BRIDGES: 8 - Stable for scour conditions

Comments:
No issues noted.

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	02 - County Highway Agency
(22) OWNER:	02 - County Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	08 - Rural - Minor Collector
(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 INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway (bridge permit not required)	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	31 - Replacement - Load/Geometry	(95) ROADWAY IMPROVEMENT COST:	$ 000250
(75B) WORK DONE BY:	1 - Work to be done by contract	(96) TOTAL PROJECT COST:	$ 000900
(76) LENGTH OF IMPROVEMENT:	00110.0 FT	(97) YR OF IMPROVEMENT COST EST:	2019
(94) BRIDGE IMPROVEMENT COST:	$ 000650	(114) FUTURE AVG DAILY TRAFFIC:	001440
		(115) YR OF FUTURE ADT:	2039

PHOTO 1

Description West approach facing east. Load posted 11 tons.

PHOTO 2

Description East approach facing northwest. Load posted 11 tons.

PHOTO 3

Description North elevation facing south.

PHOTO 4

Description South elevation facing north.

PHOTO 5

Description Transverse cracks in surface.

PHOTO 6

Description Curb parapet spalling with exposed bars.

PHOTO 7

Description East pier.

PHOTO 8

Description West pier.

PHOTO 9

Description East end bent and slopewall.

PHOTO 10

Description Heavy section loss of beam transition at piers.

PHOTO 11

Description Vertical crack in south nose of east pier.

PHOTO 12

Description Heavy section loss of exterior beams.

PHOTO 13

Description Center span.

PHOTO 14

Description West span and end bent.

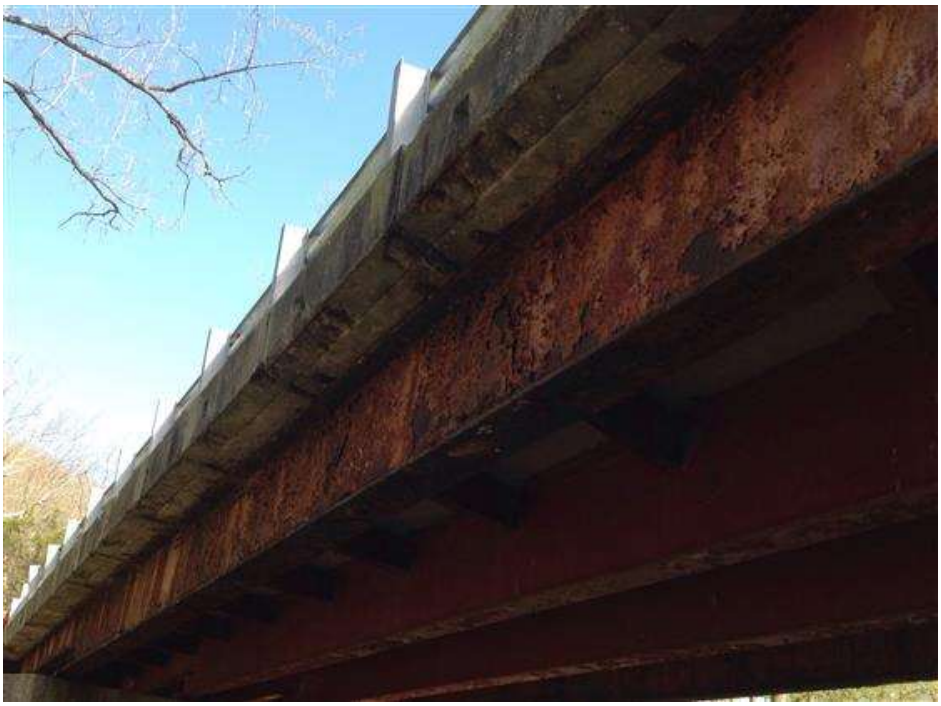


PHOTO 15

Description Flaking rust in exterior beam webs.

PHOTO 16

Description Vertical cracks in south nose of west pier.

PHOTO 17

Description Downstream channel facing south.

PHOTO 18

Description Upstream channel facing north.

Inspector: Derrek Day

Inspection Date: 04/27/2020

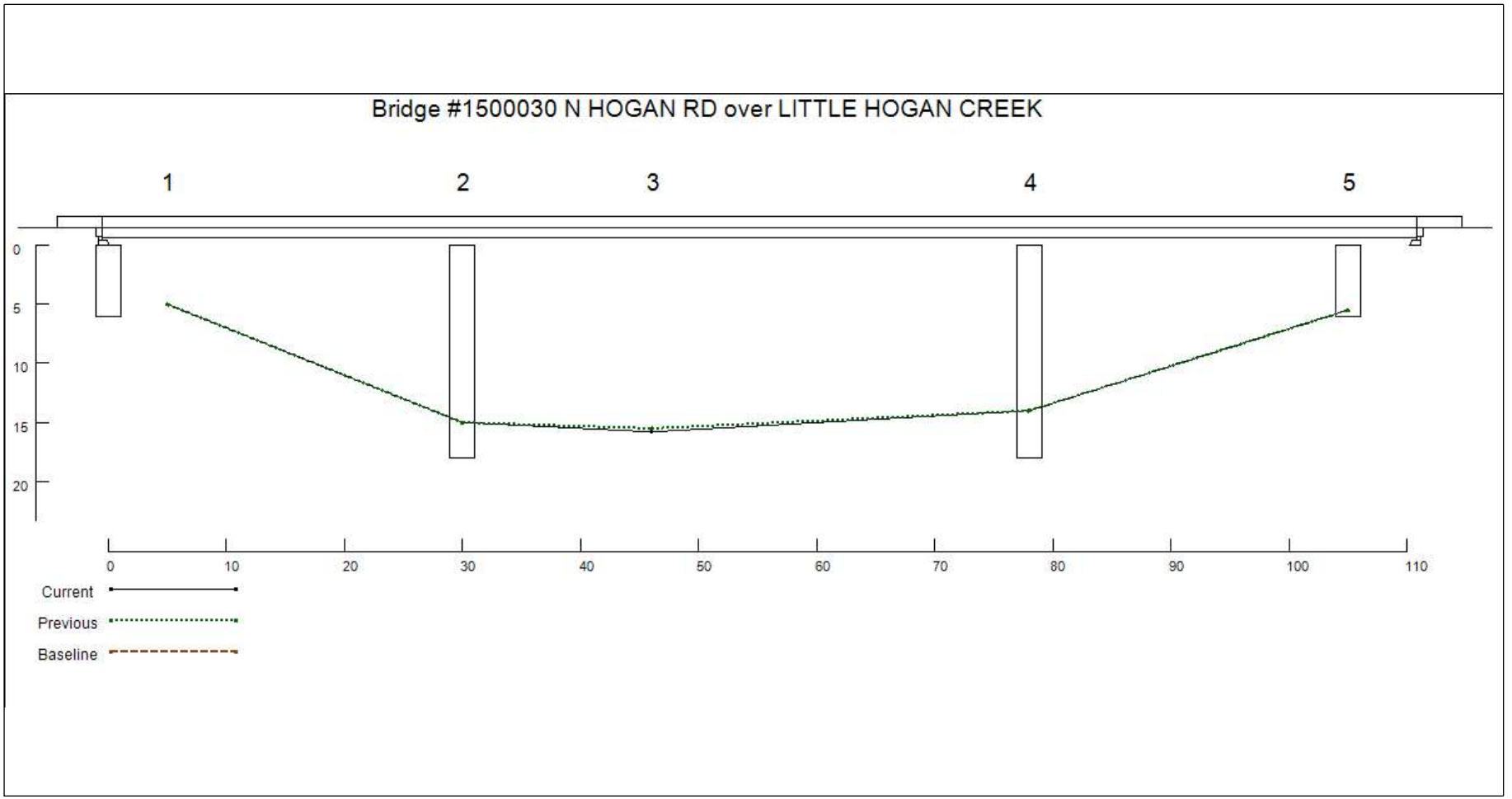
Structure Number: 1500030

Facility Carried: N HOGAN RD

Bridge Inspection Report

Channel Measurement

Date of Channel Measurements:	04/27/2020	Number of Fixed Objects in Channel:	5
Distance Measured From:	0	Water Level:	
Depth Measured From:	0	High Water Mark:	
Number of Measurement Points Taken:	5	Measurement Type:	Depth from Reference Point



LOAD RATING - BRADIN

Load Rating Date: 13-JUN-19

National Bridge Inventory (NBI):

(66B) INVENTORY RATING (H):	8	(31) DESIGN LOAD:	4
(65) INVENTORY RATING METHOD:	1	(70) BRIDGE POSTING:	1
(66) INVENTORY RATING:	14	(41) STRUCTURE OPEN/POSTED/CLOSED:	P
(63) OPERATING RATING METHOD:	1	(66C) TONS POSTED:	11
(64) OPERATING RATING:	23	(66D) DATE POSTED/CLOSED:	19-NOV-19

Posting Configurations:

Emergency Vehicles:

EV2: LEGAL RF: .687

EV3: LEGAL RF: .436

2-Axles:

H20-44: LEGAL RF: .721

ALTERNATE MILITARY: LEGAL RF: .563

3-Axles:

HS20: LEGAL RF: .666

AASHTO TYPE 3: LEGAL RF: .794

4-Axles:

SU4: LEGAL RF: .664

TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:

Other Configurations:

H20-44: DESIGN RF: .432

NRL: LEGAL RF: .531

5-Axles:

AASHTO TYPE 3S2: LEGAL RF: .81

SU5: LEGAL RF: .606

TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:

6+-Axles:

AASHTO TYPE 3-3: LEGAL RF: .964

LANE TYPE: LEGAL RF:

SU6: LEGAL RF: .557

SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:

SU7: LEGAL RF: .544

MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:

MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:

SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:

SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF:

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

ProjectNumber	SubProjectCode	County	Property
1800296	1800296	Dearborn	Aurora City Park & Pool
1800304	1800304A	Dearborn	Lubbe Woods
1800516	1800516	Dearborn	Bright Park II

*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.

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Environmental Justice/Community Impacts Analysis

Dearborn County Bridge #33 Improvement – Des. Nos. 1902773

INDOT Seymour District

Seymour, Indiana

Prepared for:
INDOT Seymour District
185 Agrico Lane
Seymour, Indiana 47274

Prepared by: American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana 46240

September 22, 2022

Under FHWA Order 6640.23A, FHWA and INDOT, 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. The project will require 0.6 acre of additional permanent right-of-way, and will require one relocation. 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 Dearborn County, Indiana. The community that overlaps the project limits is called the affected community (AC). In this project, AC 1 is Census Tract 807. 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 2018 American Community Survey 5-Year Estimates was obtained from the US Census Bureau Website https://data.census.gov/cedsci/ on September 22, 2022 by American Structurepoint staff. The data collected for minority and low-income populations within the AC are summarized in the table below.

Dearborn County Bridge #33 EJ Analysis Summary Table for CE/EA

	COC Dearborn County	**AC 1** Census Tract 807
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	48,787	6,193
Total Population Below Poverty Level	4,973	496
Percent Low-Income	10.19%	8.01%
125 Percent of COC	12.74%	
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		
Total Population	49,501	6,193
Not Hispanic or Latino: White Alone	47,648	6,071
Minority Population	1,853	122
Percent Minority	3.74%	1.97%
125 Percent of COC	4.68%	
AC Percent Minority Greater Than 125 Percent of COC?		No
AC Percent Minority Greater Than 50 Percent?		No
Population of EJ Concern?		No

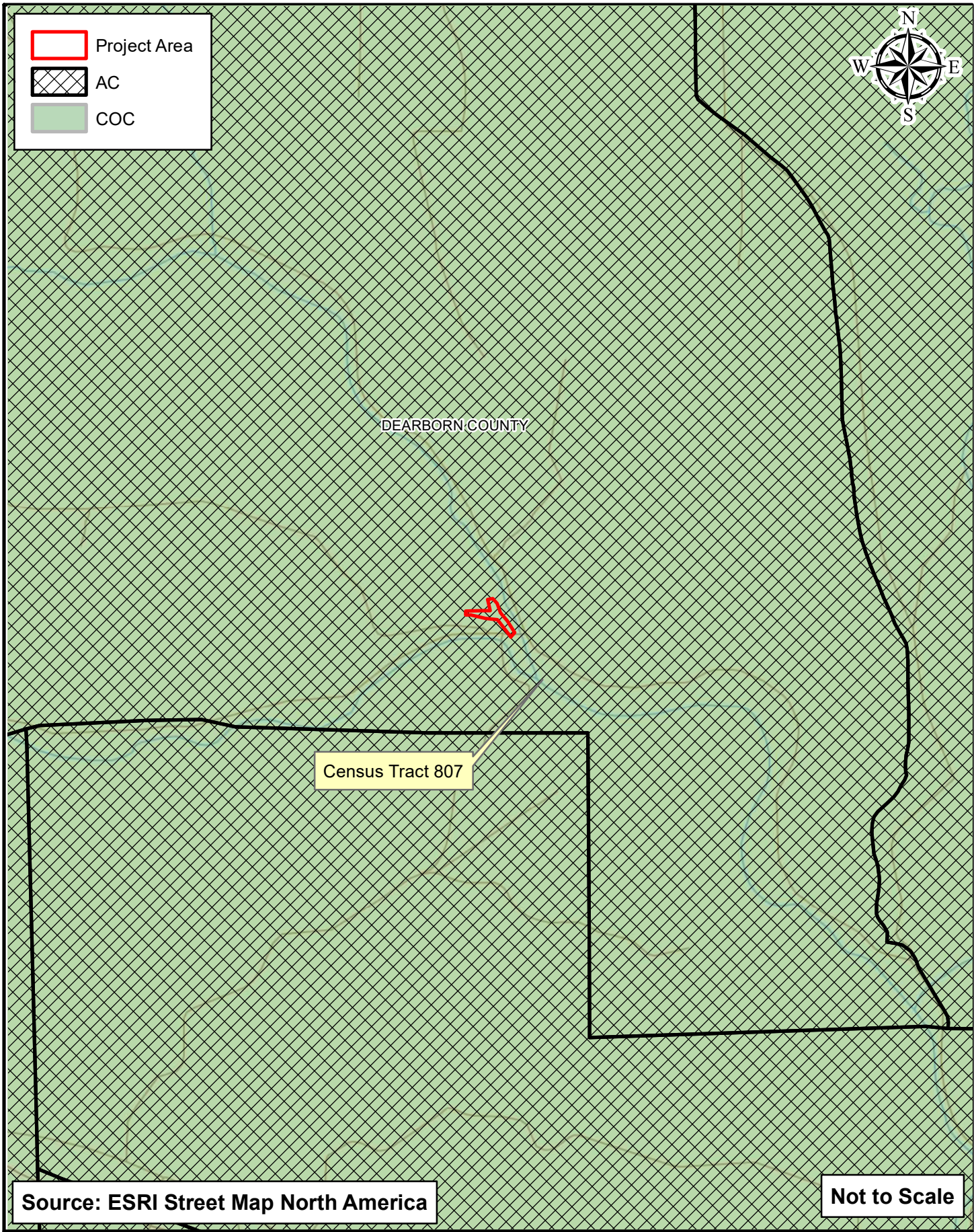
The AC 1 has a percent low-income of 10.19% which is below 50% and the 125% COC threshold. Therefore, AC 1 does not contain a low-income population of EJ concern. AC 1 has a percent minority of 3.74% which is below 50% and the 125% COC threshold. Therefore, AC 1 does not contain a minority population of EJ concern.

The need for the proposed project is evidenced by the deteriorating condition of the existing Dearborn County Bridge No. 33 (15-00033) which carries North Hogan Road over Little Hogan Creek. The proposed project would completely remove and replace the existing bridge with a new structure. The proposed bridge replacement includes a 3-span, composite continuous pre-stressed concrete beam bridge. The existing bridge alignment is expected to be closely maintained, however, a roadway grade raise of up to two feet is anticipated to accommodate the new bridge superstructure. Limited portions of North Hogan Road and Union Ridge Road would be reconstructed as necessary to tie into the new structure. Riprap would be placed along the side slopes for scour protection purposes as needed.

The MOT for the project will require a temporary closure of North Hogan Road at Dearborn County Bridge #33 for the duration of construction. An official detour will be used to guide traffic away from the construction site. The detour will utilize Possum Ridge Road to SR 48 to Union Ridge Road to North Hogan Road for a total of 9.5 miles to the northwest which will add approximately 15 minutes of extra travel time for motorists traveling from the northwest. The detour will utilize Possum Ridge Road to North Hogan Road for a total of approximately 4.5 miles to the southeast which will add approximately 5 minutes of extra travel time for motorists traveling to and from the southeast.

The purpose of the proposed project is to correct the noted deficiencies, extend the service life of the bridge, and provide a smooth riding surface by improving the condition ratings to at least a 7 (good) out of 9 (excellent) for the bridge deck, wearing surface, superstructure, and substructure. The proposed project will not disrupt community cohesion or create a physical barrier, and will improve the deficiencies of Dearborn County Bridge #33.

The map and census data sheets are attached. No further environmental justice analysis is warranted.



Path: \\IndySANP\Projects\2020\00758\D. Drawings\Environmental\Dearborn Co Bridge #33\EJ\2020.002758.2022-09-21.EJ.MAP.kw.mxd Date:9/22/2022 User:kawalker

AMERICAN STRUCTUREPOINT INC.

Environmental Justice Map

Dearbourn County Highway Department
10255 Randall Avenue
Aurora, IN 47001

Dearborn County Bridge #33 Improvement
Des. No. 1902773

Location: near Aurora
Township: Manchester
County: Dearborn
State: Indiana

Date: 09/22/2022

American Community Survey

B17001 | POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

2018: ACS 5-Year Estimates Detailed Tables | Universe: Population for whom poverty status is determined

Notes | Geos 3 | Years 1 | Topics | Surveys | Codes | Hide | Transpose | Margin of Error | Restore | Excel | CSV | ZIP | Print | Map

	Ind...	Dearborn County, Indiana		Census Tract 807, Dearborn County, Indiana	
Label		Estimate	Margin of Error	Estimate	Margin of Error
Total:	6.. ±..	48,787	±177	6,193	±16
Income in the past 12 months below poverty level:	9.. ±..	4,973	±711	496	±239
Male:	3.. ±..	2,372	±360	255	±155
Under 5 years	4.. ±..	216	±118	38	±41
5 years	8.. ±..	57	±59	14	±26
6 to 11 years	5.. ±..	286	±124	2	±4
12 to 14 years	2.. ±..	163	±97	13	±21
15 years	7... ±..	27	±32	0	±16
16 and 17 years	1... ±..	106	±84	7	±12
18 to 24 years	6.. ±..	138	±69	33	±40
25 to 34 years	4.. ±..	246	±130	0	±16
35 to 44 years	3.. ±..	133	±67	13	±15
45 to 54 years	3.. ±..	313	±129	71	±60
55 to 64 years	3.. ±..	306	±134	0	±16
65 to 74 years	1... ±..	159	±79	8	±14
75 years and over	9.. ±..	222	±109	56	±80
Female:	5.. ±..	2,601	±472	241	±132
Under 5 years	4.. ±..	286	±115	0	±16
5 years	8.. ±..	20	±24	0	±16
6 to 11 years	5.. ±..	260	±120	28	±31
12 to 14 years	2.. ±..	107	±92	0	±16

American Community Survey

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Notes | Geos 3 | Years 1 | Topics | Surveys | Codes | Hide | Transpose | Margin of Error | Restore | Excel | CSV | ZIP | Print | Map

	Ind...	Dearborn County, Indiana		Census Tract 807, Dearborn County, Indiana	
Label		Estimate	Margin of Error	Estimate	Margin of Error
5 years	8.. ±..	20	±24	0	±16
6 to 11 years	5.. ±..	260	±120	28	±31
12 to 14 years	2.. ±..	107	±92	0	±16
15 years	7... ±..	9	±15	0	±16
16 and 17 years	1... ±..	120	±100	0	±16
18 to 24 years	8.. ±..	230	±101	18	±25
25 to 34 years	7.. ±..	320	±106	31	±34
35 to 44 years	5.. ±..	258	±119	35	±38
45 to 54 years	4.. ±..	282	±135	47	±44
55 to 64 years	4.. ±..	286	±126	0	±16
65 to 74 years	2.. ±..	282	±127	76	±91
75 years and over	2.. ±..	141	±73	6	±10
Income in the past 12 months at or above poverty level:	5.. ±..	43,814	±733	5,697	±239
Male:	2.. ±..	21,958	±395	3,055	±199
Under 5 years	1... ±..	1,056	±137	77	±51
5 years	3.. ±..	269	±98	48	±44
6 to 11 years	2.. ±..	1,630	±221	272	±77
12 to 14 years	1... ±..	914	±158	113	±69
15 years	3.. ±..	324	±116	38	±39
16 and 17 years	7.. ±..	646	±121	71	±51
18 to 24 years	2 ±	1,905	±125	150	±72

American Community Survey

B17001 | POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

2018: ACS 5-Year Estimates Detailed Tables | Universe: Population for whom poverty status is determined

Notes | Geos 3 | Years 1 | Topics | Surveys | Codes | Hide | Transpose | Margin of Error | Restore | Excel | CSV | ZIP | Print | Map

	Ind...	Dearborn County, Indiana		Census Tract 807, Dearborn County, Indiana	
Label		Estimate	Margin of Error	Estimate	Margin of Error
18 to 24 years	2.. ±..	1,905	±125	150	±72
25 to 34 years	3.. ±..	2,373	±153	407	±162
35 to 44 years	3.. ±..	2,775	±88	263	±87
45 to 54 years	3.. ±..	3,386	±149	631	±148
55 to 64 years	3.. ±..	3,286	±143	514	±130
65 to 74 years	2.. ±..	2,243	±91	333	±106
75 years and over	1... ±..	1,151	±120	138	±87
Female:	2.. ±..	21,856	±481	2,642	±213
Under 5 years	1... ±..	941	±115	124	±87
5 years	3.. ±..	213	±92	15	±15
6 to 11 years	2.. ±..	1,520	±220	153	±71
12 to 14 years	1... ±..	979	±192	68	±51
15 years	3.. ±..	436	±103	37	±44
16 and 17 years	7.. ±..	522	±130	133	±93
18 to 24 years	2.. ±..	1,661	±101	184	±97
25 to 34 years	3.. ±..	2,326	±118	346	±121
35 to 44 years	3.. ±..	2,668	±125	280	±85
45 to 54 years	3.. ±..	3,335	±135	452	±137
55 to 64 years	3.. ±..	3,399	±159	453	±133
65 to 74 years	2.. ±..	2,167	±127	285	±106
75 years and over	2.. ±..	1,689	±104	112	±62

American Community Survey

B03002 | HISPANIC OR LATINO ORIGIN BY RACE

2018: ACS 5-Year Estimates Detailed Tables | Universe: Total population

Notes | Geos 3 | Years 1 | Topics | Surveys | Codes | Hide | Transpose | Margin of Error | Restore | Excel | CSV | ZIP | Print | Map

	Indiana		Dearborn County, Indiana		Census Tract 807, Dearborn County, Indiana	
Label			Estimate	Margin of Error	Estimate	Margin of Error
Total:	6...	*...	49,501	*****	6,193	±16
Not Hispanic or Latino:	6...	±...	48,887	*****	6,120	±101
White alone	5...	±...	47,648	±75	6,071	±113
Black or African American alone	6...	±...	419	±139	0	±16
American Indian and Alaska Native alone	1...	±...	151	±77	0	±16
Asian alone	1...	±...	264	±58	0	±16
Native Hawaiian and Other Pacific Islander alone	2...	±...	11	±19	0	±16
Some other race alone	9...	±...	80	±75	0	±16
Two or more races:	1...	±...	314	±157	49	±57
Two races including Some other race	3...	±...	0	±24	0	±16
Two races excluding Some other race, and three or more races	1...	±...	314	±157	49	±57
Hispanic or Latino:	4...	±...	614	*****	73	±100
White alone	2...	±...	432	±118	73	±100
Black or African American alone	9...	±...	14	±20	0	±16
American Indian and Alaska Native alone	2...	±...	0	±24	0	±16
Asian alone	1...	±...	0	±24	0	±16
Native Hawaiian and Other Pacific Islander alone	6...	±...	0	±24	0	±16
Some other race alone	1...	±...	106	±75	0	±16
Two or more races:	2...	±...	62	±89	0	±16
Two races including Some other race	1...	±...	0	±24	0	±16